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PROPOSED PANAMA CANAL EXPOSITION 1915.

COMMITTEE ON INDUSTRIAL ARTS AND EXPOSITIONS.
HOUSE OF REPRESENTATIVES,
Tuesday, January 10, 1911.

The committee this day met at 10.15 o'clock a. m., Hon. William A. Rodenberg (chairman) presiding.

The CHAIRMAN. The committee will be in order. Gentlemen of the committee, there are two bills pending before this committee relating to a proposed exposition to commemorate the opening of the Panama Canal in 1915. One of these bills was introduced by Mr. Kahn on December 6, 1909, and provides for the location of the exposition at San Francisco. The other bill was introduced on December 14, 1910, by Mr. Estopinal, and fixes the location of the exposition at New Orleans. This meeting has been called for the purpose of giving these gentlemen a hearing on their respective bills, and inasmuch as Mr. Kahn's bill antedates that of Mr. Estopinal, he is entitled to be heard first. The committee will be glad to hear from Mr. Kahn.

STATEMENT OF HON. JULIUS KAHN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA.

Mr. KAHN. Mr. Chairman and gentlemen of the committee, it is true that on December 6, 1909, I introduced H. R. 12285, providing for the celebration of the completion of the Panama Canal by an international exposition at San Francisco. The bill provides for the appropriation of $5,000,000. In the early part of 1910 the citizens of San Francisco held a mass meeting in the Merchants' Exchange and within two hours subscribed among themselves $4,089,000. It became evident to the directors of the exposition company that every dollar that would be required to finance the exposition at San Francisco could be raised in that community and throughout the State of California. Within a short period after this mass meeting $7,500,000 had been raised by subscriptions from the people of San Francisco, and I may say that every dollar of that is collectible and can be secured by the exposition company whenever the exposition company is ready to call upon the subscribers for it.

Subsequently the legislature met in extra session, and the people of the State of California were given an opportunity to raise $5,000,000 by direct taxation, which was provided for in a constitutional amendment which was submitted to the people of the State on the 8th of last November, and by a vote of 5 to 1 every county in the State, with the exception of two, having voted for it, it was adopted by the people of that State. Another constitutional amendment allowed the city of San Francisco to bond itself for $5,000,000 for this exposition, and that also was carried in the State by a vote of 5 to 1, and subsequently the city of San Francisco, at a special

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election, by a vote of 20 to 1, agreed to bond itself to the amount of $5,000,000. So that we have in all $17,500,000 for the purposes of the exposition at San Francisco.

In view of that financial backing we feel that we do not desire a dollar from the Government of the United States. We do not desire to have you consider this bill at all. We ask that it be allowed to die upon your files.

The CHAIRMAN. We will now proceed with the hearing on H. R. 29362, introduced by Mr. Estopinal.

STATEMENT OF HON. ALBERT ESTOPINAL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA.

Mr. ESTOPINAL. Mr. Chairman, this is the bill introduced by myself on the 14th of December providing for an exposition at New Orleans. This bill calls for an appropriation of $1,000,000, but it is for Government buildings. We have raised a sufficient amount to produce an exposition in New Orleans. By a constitutional amendment we have raised six and one-half millions, and we have now subscribed over $2,000,000 besides. The agreement that was entered into, and in which my friend, Mr. Kahn, acquiesced, or, rather, he proposed it himself, was that each of these two cities produce seven and one-half millions. We have done that. We went before the Committee on Foreign Affairs with Mr. Kahn, but we were forced there. We believed that this committee was the committee that had jurisdiction in the matter of expositions. Therefore we have prepared a bill and introduced it, and we have now a large delegation from Louisiana who desire to be heard upon this proposition. We have the governor of the State, the mayor of the city of New Orleans, and a large delegation of merchants and business men of our State, who will now present the case to this committee. The first speaker to be introduced will be the governor of the State, Gov. Sanders, who will explain our position. [Applause.]

STATEMENT OF HON. J. Y. SANDERS, GOVERNOR OF THE STATE OF LOUISIANA.

Gov. SANDERS. Mr. Chairman and gentlemen of the committee, we have come before you to-day to urge a favorable report by your committee on the bill introduced last December by Gen. Estopinal. Some time ago, in this very room, there was a meeting of the Foreign Affairs Committee which we had the pleasure of attending and making our position as clear as we could to that committee under the circumstances. I remember upon that occasion when we were arguing the claims of New Orleans for this exposition we had up here the entire State and city governments, the lieutenant governor, and the senate, the speaker, and the membership of the house, the governor of the State, the mayor of the city, and practically all of the city officials. We stated at that time, Mr. Chairman, that while we did not know as to whether that was the proper committee for us to present our claims to, yet we came because we had been invited to come, and it was no trouble at all for us in Louisiana to come to Washington; and we stated we would be glad to come back to be present at any other committee hearings whenever the time and the

occasion arose. So, Mr. Chairman, we are back here to-day appearing before your committee, which we think to be the proper committee, with at least 150 of the men of Louisiana foremost in her professional, banking, commercial, agricultural, and political life. It was absolutely no trouble for us to come to Washington, and it will be absolutely no trouble for the people of the United States to come to New Orleans should we get the exposition. We are so close to the center of population, we are so close to the great centers of where the people of this Union reside, that it is no trouble for us to come to you or for you to come to us.

The question of whether an exposition ought to be held is one which I think ought to be discussed for just a moment. When Columbus sailed the waters of the western sea, it was not done to discover America, but a western passage to the Indies, and when the genius and the money of the American people by the digging of the Panama Canal makes true the dream of Columbus, then it does strike me that, when this most stupendous undertaking in all the files of time is accomplished, when, by the genius of our people, the sweat, the blood, and the money of this country of ours shall have caused the waters of the Atlantic to meet and mingle with those of the Pacific; when the western passage shall have been discovered, it looks to me like this Nation ought to celebrate that event.

Why ought we to celebrate it, Mr. Chairman? Because there is not any feat of man of which history records any evidence at all that approaches it in its stupendous importance to the human race. Therefore, when a people shall have done a deed of that kind, it is meet and proper that some celebration of such an event should be had.

What form should this celebration take? We, in Louisiana, believe that it ought to take the form of a great international exposition; and why? We believe that the digging and the opening of this canal necessarily will bring the peoples of the earth together at some central point where commodity and produce and idea can be exchanged one with the other, to celebrate with a world's fair. We believe this because we take it that this canal was primarily built for commerce and not for war; we take it that the American people put their very being behind this undertaking in order to make it possible that the peoples of the earth might more readily trade their surplus commodities one with the other. We do not believe that the idea that was in the American mind when this undertaking was had was war or glory or conquest, save the war that is carried on for the world's commerce, save the glory that may be had when one nation excels another in its products and its commodities, save the conquest that may be had by us of the markets of the earth. We believe that that canal has been dug for commercial purposes, and believing that, we think that the proper way that the completion thereof should be celebrated is by having an exposition which will tend to create and make commerce for you and for me.

A great deal has been said about who originated the idea of an exposition. We claim that we people of New Orleans were the very first to suggest to the Nation the idea of the celebration of the opening of the Panama Canal. Our friends from San Francisco state that they first suggested it, and yet, when we read their suggestion, it is merely a suggestion to celebrate the four hundredth anniver-

sary of the discovery of the Pacific Ocean by Balboa, and nothing about the Panama Canal. But be that as it may. If New Orleans—and I believe she justly is entitled to the credit for first having thought of the celebration of the opening of the Panama Canal—if we have any credit for that, so well and so good. If California first suggested it, I say in all frankness the credit is due to San Diego and not San Francisco, because the city of San Diego was the first city of California that suggested holding a Panama exposition. But we do not take the position that the little boy did when his mother called him in out of the rain. He replied to his mother that he was there first, to make the rain go away. We do not take that position at all. The proposition that we are going to lay before you and ask you to consider is, first, Shall the opening of the Panama Canal be celebrated? Second, Shall it be celebrated by an international exposition? Answering, for the sake of argument, both of those questions in the affirmative, then we get to the gist of the matter, Where shall this celebration be held?

As I understand from Mr. Kahn this morning, he has asked you gentlemen to let his bill die on your desks. We ask you, gentlemen, on the contrary, to breathe the breath of life into our bill that is lying on your desks. We do not want this exposition to die, neither do we want it to be a local exposition. If this is a matter of national importance, then, Mr. Chairman, it is worthy of national consideration. If this is a matter of such importance that all the peoples of the earth should be asked to come together at a given point, then it is worthy of national consideration and national supervision, and the bill that you are called upon to consider, introduced by Gen. Estopinal, does put the control of this exposition at New Orleans in the hands and under the direction of the National Government, who, when it invites the powers of the earth to take part in this exposition, makes itself responsible for the entertainment of the peoples of the earth. And it is right and proper that this exposition should be under the supervision of the National Government.

It is right and proper that you should have control of the matter, and we are not taking the position that the National Government should not make an exhibit at this fair; we are not taking the position that the National Government should not do at this exposition just what it is asking all the other peoples of the earth to do. When you have an exposition, and you, through the President of these United States, ask the other powers to take part in that celebration, you are asking them to make an appropriation out of their funds to see to it that their people are properly represented at this fair, and I take it that you, the hosts, would at least do as much as what you would expect your guests to do. We do not offer to pay for an exhibit for the United States of America. New Orleans is an important city, Mr. Chairman. New Orleans is one of the great cities of this Union. But it is not the United States. No other city is the United States, and no city has a right to assume that the United States is unable or unwilling to make an exhibit out of its funds at any exposition that it may invite the powers of the earth to participate in. This is a national affair. If you invite England and Germany, and France, and Japan, and China, and Spain, and Turkey, and all the other nations, and all the peoples, to come together and show what they have, then we say to you frankly, we

expect you to show what you have by an appropriation made out of your funds, and we believe in the bottom of our hearts that San Francisco expects the same. [Applause.] We do not offer to pay for your exhibit. Whenever the United States Government asks us of Louisiana to assume that burden, then we will consider it; but we are not going to take it for granted that the Government is a mendicant for favors at our hands.

We have in the neighborhood of $10,000,000 raised for this fair. San Francisco has in the neighborhood of $17,000,000. The great argument that I hear on all sides, and have been hearing ever since I first came to Washington in March last, in this matter—and this I believe is my fourth trip—is a question of money, a question of dollars, a question of who can put up the most coin. When we first came here we found a bill introduced by Mr. Kahn calling for a $5,000,000 appropriation by the National Government. We thought that was the limit. We went back home and we met it. Our legislature was in regular session. We provided by constitutional amendment enough tax to complete a fund of $5,000,000. Then, when the Foreign Affairs Committee met the proposition was made that it would take seven and one-half millions of dollars to get the fair. Our Representative, Gen. Estopinal, standing outside the door, was told that the people of Louisiana would have to meet this sum if they wanted the exposition. He immediately, upon his own authority, stated that the people of Louisiana would raise the seven and one-half millions of dollars. Thereupon, as you remember, the committee reported to the House that neither city or State be considered unless it would raise seven and one-half millions of dollars. Gen. Estopinal came home immediately upon the close of your session, stated to the people in mass meeting what he had pledged their faith to, an extra session of the legislature was immediately called by myself, and additional constitutional amendments were proposed and submitted to the people by which the tax would realize six and one-half millions of dollars instead of five millions.

Now we are met with the proposition again, "Why, we have $17,000,000, but you all have only in the neighborhood of nine or ten. It should go to the highest bidder." I do not think so. But, admitting that it should, I make the statement that we have as much money raised and available for exposition purposes as San Francisco has, or will have, when she raises her $17,000,000. [Applause.] We have as much money as San Francisco has, or will have, for in the end a dollar is only what it will buy; and $17,000,000 in San Francisco represents approximately no greater purchasing power than $10,000,000 in New Orleans. [Great applause.] The cost of your transportation, the price of your material, the price of your living is an average of from 65 to 75 per cent greater than it is in the city of New Orleans, and therefore $17,000,000 in that city represents practically no more than ten millions does in our city.

But, Mr. Chairman and gentlemen of the committee, I go further than that. I say that when you are locating an exposition for the people of the world you ought to consider where the people would like to go, where they can go, and where they will go. If there is anything that the American people want to-day it is the trade of South and Central America.

Ninety per cent of that trade to-day is controlled by Europe, and only 10 per cent by us. That trade belongs to North America. We ought to have it; we must have it in the years to come. One of the things that I can see in the building of this Panama Canal is greater and better trade relationship with our sister republics of the South. I believe that in the years to come, by and through that canal, we can and will control that trade. We want the Latin people of South and Central America to begin to know us and to begin to trade with us rather than to send their goods and their good will across the ocean. When we invite the people of South and Central America to meet at New Orleans we are not inviting them to a foreign shore nor to a city that they know not of. Most all the people that lie south of us are of Latin descent. They are Latin in race, in religion, in language, and in instinct. Louisiana itself was at one time a Latin Province, governed by Spanish and French laws. The very gentleman who introduced this bill into this House is of Spanish ancestry, and when the people of South and Central America visit New Orleans at this fair they visit a people where the surroundings are the same as those they have left at home, where they can hear the same melodious language that is theirs, hear it spoken, not as it is taught in school or in university, but as it is taught at the mother's knee. When they come to New Orleans they are coming to a city of their own. When they come to New Orleans they are not coming to a city that is but a memory of Spanish possession, as San Francisco is; but they are coming to a city where, below Canal Street, one-half of the city is a Spanish-French city to-day, built by the Spanish and the French, and where these two languages predominate and are heard on every street corner and in almost every home.

Then, again, when you locate an exposition, Mr. Chairman, you want to locate it where our own people can reach it. The great mass of the people of these United States live east of the Rocky Mountains. Within a radius of a thousand miles of New Orleans are 65,000,000 people. There are only some six millions within that same radius of San Francisco. Within a radius of 1,500 miles of New Orleans there are ninety-odd millions of people, by the census of 10 years ago, and only some 17,000,000 people in that same radius from San Francisco. The center of population is 500 miles from New Orleans and 2,500 miles from San Francisco. The people of these United States can and will attend an exposition in New Orleans. An exposition located in San Francisco will be attended by Pacific slope people living within 500 miles of San Francisco. Beyond that it becomes an exposition, not for the rich, but for the idle rich, because a man to leave the busy, teeming marts of the East or the Middle West to go to an exposition in San Francisco must have two things: He must have both money and leisure. One is not sufficient. There are lots of us, Mr. Chairman, in the United States who could not attend because we lack one of those two essentials, and it would not be leisure. We can get to New Orleans in one-fifth of the time that we can get to San Francisco. Coming up on our special train the other day were two of our distinguished friends from California who were on their way to Washington to work for San Francisco, and their best route to get to Washington was to come to New Orleans and come up with us on our special train. [Laughter and applause.] We were glad to have

them. They were nice gentlemen, splendid products of a splendid State; but one of the greatest charms of California is that the horns of the cattle always grow longer in the next county, or that distance lends enchantment to the view. A splendid State after you get there, magnificent people, but, oh, the trials and tribulations of getting there from the days of forty-nine down to the days of 1911.

We want to locate the exposition, Mr. Chairman, where the great mass of the people can reach it. We want to locate the exposition, if it is a Panama exposition, at the metropolis closest to the Panama Canal itself. If we were celebrating the acquisition of the Philippine Islands by the Government, if we celebrate that, then I say let us hold it in San Francisco [laughter], because it is the closest city to the Philippines, and it is the closest city to the Orient. If we ever celebrate the anniversay of Perry opening Japan, let us celebrate it in San Francisco—provided the Japanese would agree to it. But when we are called upon to celebrate the opening of the Panama Canal, it does look to me, Mr. Chairman, that we ought to get some spot somewhere close to the canal itself.

The Cape Verde Islands, off the coast of Africa, are closer to the Panama Canal than is San Francisco. [Laughter.] A man whose home is in San Francisco and who works on the Panama Canal to-day can leave the canal on one of our splendid steamship lines that ply between that Republic and New Orleans, take a train from New Orleans for San Francisco, and spend almost a week with his family, come back to New Orleans, and sail for and reach the canal in a shorter space of time than he can go direct from Panama to San Francisco by steamer. [Applause.]

Everyone in San Francisco who goes to the Panama Canal or to any of the adjacent countries comes through New Orleans, and everyone in that country around the canal who is on his way to San Francisco passes through New Orleans. We have as fine a steamship line out of New Orleans to the canal as sails anywhere. It is a four-day trip; it is over a 21-day trip by the fastest vessels that they have plying in the trade to-day between Panama and San Francisco. They, of course, will argue that they make stops. We do not have any stops to make. The Panama Canal is south by east of New Orleans, 1,300 miles away. But even without any stops it is 3,400 miles away from San Francisco.

Mr. Chairman, we in New Orleans and Louisiana are asking your favorable consideration of this bill because we believe we are the logical point at which this celebration should be had. It is one of the greatest seaports in America. This is a maritime affair, we are told. Well, if that is true, the harbor at New Orleans can float the navies of the world, and the greatest ships that your and my Government has to-day have not only come as high as New Orleans on the Father of Waters, but have gone up nearly 200 miles farther, to the city of Natchez, in the State of Mississippi. We have a harbor at New Orleans unexcelled by any harbor in the world. It is not an inland city, as has been claimed by our friends, the enemy. We make no fight on San Francisco. There are things that might be said about her that we have left unsaid; things we might have done that we have left undone. We have no fight against San Francisco. New Orleans has no fight on any community that has come through trials and tribulations, trying to build itself up again. If

there is anything that the people that I represent admire more than all else it is pluck and bravery, and when we witness the magnificent spectacle of San Francisco laid waste by nature's act, then, on the wreck and ruin of the city, building up a splendid American community, we take our hats off to that kind of pluck; we admire it in any people in the world. New Orleans has no fight to make on any city or on any State that has had troubles and trials, for God knows we have also had ours. God knows the heavy hand of adversity has been placed on our people, acts for which you and I are not responsible; death, destruction, disaster, flood, war, everything has gone to make our lot not one of roses. But our people, confident in the justice of their cause and believing in the greatness and goodness of Providence, have fought with an ever-renewed vigor, working toward better things; and, thank God, I can stand in the Nation's Capital to-day and tell you, the representatives of 100,000,000 of people, that the sun of prosperity is shining on Louisiana and New Orleans to-day; we are moving ahead. We have fought the good fight, we have kept the faith, and the city and the State that this delegation is up here to represent to-day are rich and prosperous, happy and contented.

Ever westward, Mr. Chairman, ever westward has been the history of your race and mine. The white race, springing from the tablelands of Asia, has ever swept toward the west, until to-day it is met by the impassable barrier of the waters of the Pacific, beyond which are the yellow races that crowd Asia almost to suffocation. Farther west your people and mine can not go. The only things that have held our people in that westward march have been the frost line of the North and the fever line of the South. Against the frosts of the North human ingenuity, human brains could do naught. But, owing to American manhood, bravery, and science, the fever line of the South has been wiped away, and the next great movement of the white race, Mr. Chairman, is going to be to the South, to that section of your country and mine that offers more splendid inducements than any section of the world to-day. By your act and the act of this Congress you may put the day forward for the day, or you may retard it, but you can not prevent, for it is bound to come. As certain as the star of empire westward took its way in the years that used to be, to-day the finger of destiny, of progress, of development, points irresistibly to the Southland. In the development of the South comes increased prosperity and plenty to every section of the Union.

When you locate this exposition at New Orleans, bring the brain and the money and brawn of the world down through that country and let them see what it has to offer, help us build up our waste places, make two blades of grass grow where but one grew before, every commercial heartbeat of this Nation will quicken. For our prosperity will be yours, our plenty you will share in; the undeveloped resources of the South are to-day the Nation's greatest asset. The great Mississippi Valley asks that this exposition be placed in New Orleans—that valley which rivals, if it does not excel, in richness the Nile, that valley where we raise enough cotton to clothe the naked, enough corn and wheat to feed the hungry, enough coal to make warm those of all the world.

Mr. Chairman, there are others to be heard. I thank you for your courtesy. I have been told that some gentlemen want to ask me some questions; and if they do, I will take pleasure in answering them.

The CHAIRMAN. Do any of the members of the committee desire to ask the Governor any questions?

Gov. SANDERS. I have been told that some of the California gentlemen have some questions that they would like to ask; and if so, I will be only too glad to answer them if I can.

Mr. KAHN. We have no questions, Mr. Chairman.

Gov. SANDERS. Then I may say I want to thank you all for your courtesy, and say to you that I appreciate this opportunity of being heard in presenting our claims, and make the further statement that there are other gentlemen from New Orleans and Louisiana who will address you at the proper time. [Great applause.]

STATEMENT OF CRAWFORD H. ELLIS, OF NEW ORLEANS, LA.

The CHAIRMAN. Gen. Estopinal, who will address the committee next?

Mr. ESTOPINAL. Mr. Chairman, the next speaker is Mr. C. H. Ellis, whom I have the honor to introduce to the committee.

Mr. ELLIS. Mr. Chairman and gentlemen of the committee, I have been requested by our exposition company to make you a short address this morning on the question of transportation. They have only allowed me 10 minutes, and it is very difficult to go over such a comprehensive subject in so short a time. But I shall endeavor to state to you in a brief way as much as I can.

One of the most essential things to the success of an exposition is the question of quick, rapid, and economic transportation. That New Orleans has. Assuming that in the year 1915 the various railroad and steamship interests will put on special rates to the exposition, and, assuming that the railroads will put on a rate of 1 cent per mile, let us take the center of population, which is Lincoln County, Ind. Cincinnati is the largest city nearest that point. Cincinnati is 829 miles from New Orleans. Eight hundred and twenty-nine miles would mean a railroad fare of $8.29. With $100 in his pocket anyone can visit the fair and remain there a week if he chooses, the balance being sufficient to pay his expenses. If he does not choose to stay in New Orleans a sufficient length of time to get rid of that $100, he can very easily take a steamer and run down to Panama and see the thing that is being celebrated, because at that time it is the intention of the company I represent to have 18-knot vessels which will make the trip from New Orleans to Panama in three days. You can leave New Orleans on Saturday evening and take lunch in Panama on Tuesday. You can now leave there on Saturday at noon and eat your breakfast in Panama on Thursday morning. We can take a man from San Francisco on Wednesday morning, bring him to New Orleans, give him a Creole breakfast, and put him into Panama the next Thursday morning. We can likewise transport them with equal facility the other way; whereas, as our governor has stated, it takes from 21 to 25 days by direct steamer from San Francisco to the Isthmus of Panama.

In connection with transportation, I desire to say that the various transcontinental railroads, which are to-day aiding San Francisco in this matter, are the people who protested against the construction of the Panama Canal. They fought it bitterly, and for that reason it was delayed, and was only begun a few years ago, and will be realized in 1915, which we are sure of under the able management of Col. Goethals. These railroads now have come forward to assist a city in the far West to celebrate an undertaking which they vigorously opposed.

In line with Governor Sanders's arguments that New Orleans was the first to celebrate the opening of the Panama Canal, I desire to say that not only was it the first to propose the celebration of the opening of the canal, but it was in the City of New Orleans, in the Board of Trade, while Governor Foster, who is now one of our Senators, was governor of the State of Louisiana, that an interoceanic canal was first thought of.

Taking the transportation facilities as a whole, for the majority of the population of the United States, I would say that 80 per cent can come to see the fair in New Orleans for 80 per cent less than what it will cost them to go to Frisco, not to speak of the Central and South American countries, who are right at our doors; and by means of our frequent steamship communication from New Orleans, which amounts to from eight to ten vessels a week, they can sail from there daily, and by the year 1915 we will probably have as many sailings as from 12 to 15 a week.

I do not wish to go into the question of describing our ships, as fortunately we have two members of your committee whom we had the pleasure of having had on a trip to Panama on our vessels not very long since, and they assured me they were very well pleased with the accommodations. Those are only a sample of what we will have in 1915, when the Panama Canal shall have opened, and when we shall have to prepare for that great commerce which is to come to the city of New Orleans and the Mississippi Valley. The trade relations between New Orleans and Central and South America are such that it has kept our company very busy during the past 10 years providing the necessary service to take care of the rapid development of that trade.

The CHAIRMAN. What is the present steamship rate from New Orleans to Panama?

Mr. ELLIS. The present round-trip rate from New Orleans to Panama is $75. During the year 1915 we propose, and it is our intention, to make the trip in so much shorter length of time as to make the fare about $40; not over that, in any event. So that anyone can really travel from New Orleans to the Panama Canal and see, not only the exposition at New Orleans, but the canal itself for, say, a $100 bill, including all expenses.

In regard to the trade relations between the Southern States—particularly the port of New Orleans—and Central and South America, statistics for the past 10 years show an increase of over 120 per cent. The indications are that for the next 10 years, especially after the Panama Canal shall have been opened, it will more than again equal that amount. There is no question but that Colon and Panama will be transfer stations for transcontinental shipments from Europe to points on the southern coast of the United States,

as well as the west coasts of Central and South America. All that will mean that New Orleans will get her goods through that canal from the Central and South American countries, and likewise distribute, not only her products, but those of the entire Mississippi Valley.

Mr. Chairman, in conclusion I desire to reiterate what our worthy governor has said, we have no desire to rob one star from the diadem of San Francisco's crown nor steal one rose from the wreath of her glory. The star of empire is no longer westward, but it is now shining on the sunny Southland, the seashores of the American Mediterranean. We therefore urge and hope that you will make a favorable report on our bill and locate the exposition at the city of New Orleans, where everybody can see it, whether he is rich or poor. I thank you. [Applause.]

STATEMENT OF T. P. THOMPSON, OF NEW ORLEANS, LA.

Mr. ESTOPINAL. Mr. Chairman, it is my pleasure to introduce to the committee at this time Mr. T. P. Thompson the originator of the idea of the celebration of the opening of the Panama Canal at New Orleans.

Mr. THOMPSON. Mr. Chairman and gentlemen, for the purpose of economizing your time, knowing this session must be brief, I have put in 20 epigrammatic numbers the salient reasons why the Panama exposition should be held at New Orleans, and with your permission I will briefly state them.

1. New Orleans is the nearest United States city to the Panama Canal (1,380 miles).

2. New Orleans is the nearest United States city to the center of the United States population (500 miles).

3. New Orleans is the hub of the Western Hemisphere—more people of its nearly 200,000,000 inhabitants can conveniently come to this logical point than to any other city.

4. New Orleans is the only candidate that can hold a world's exposition. The following proves that San Francisco can not assemble exhibits from Europe, nor from the Atlantic coasts of North and South America:

5. London is 4,500 miles from New Orleans, and 14,500 miles from San Francisco by ship.

6. New Orleans has regular steamship lines to Europe—17 days away. San Francisco has none.

7. New Orleans has regular steamship lines from Brazil and Argentina, and from the Central Americas. San Francisco has only an infrequent service confined to a few west coast points.

8. Three times as much business is done by the Gulf ports as is done by the Pacific ports with foreign nations—$465,000,000 against $156,000,000.

9. A Pacific Panama exposition would be what its name indicates, a fair for the benefit of seven Pacific States. San Francisco is 2,500 miles west of the center of the United States population.

10. Less than 5 per cent of the United States population live west of the Rocky Mountains, 55 per cent of the United States population live in the Mississippi Valley, the other 40 per cent are on the Atlantic seaboard—within one and one-half days' travel of the logical

point, and can, with South and Central Americans and Europeans, easily visit New Orleans.

11. Strategically, New Orleans is the logical Pan-American distributing point for manufactures, as well as products. It is the key port of the greatest scheme of waterways in the world.

12. Instead of a newly built and conventional city, New Orleans has "cheek by jowl" the skyscraper and the Spanish cabildo—the modern hotel and the ancient restaurant operated by a third generation of Creole chefs; the newest theaters and the old French opera house of ante bellum days. We have buildings erected 50 years before the missions of California (1727), also the latest thing in apartment houses.

13. The atmosphere of this romantic city is that of southern France, the Mardi Gras carnival is the finished product of a century of effort, and attracts 50,000 people annually. Latin ancestry and European travel have given a court finish to the hospitality extended by the Creole citizen, who will delight to welcome Pan-America and the world to this logical point in 1915.

14. New Orleans lies en route to Panama, which is but 1,300 miles distant. It is the "half-way house" for both New Yorkers and San Franciscans.

15. San Francisco is the farthest metropolis in the United States from Panama; New Orleans is the nearest.

16. San Francisco did not propose or plan a Panama celebration until 1909, six months after San Diego had well started the idea. A Pacific Ocean discovery celebration was broached in 1904, but was pigeon-holed a year later. New Orleans began with an organized business body to exploit a Panama exposition on May 5, 1907, within 30 days after official announcement from Washington fixed January 1, 1915, as the date for the completion and opening of the canal.

17. We at once evade any discussion of where the exposition may be held, solving the contention of Atlantic and Pacific rights by locating this great celebration at a point on the Gulf, the adjacent body of water, to have the exposition at the canal's nearest United States metropolis, where those who desire may also see the canal—four days away.

18. We offer New Orleans as an attractive and hospitable city, quaintly and uniquely so; famous for its carnivals, French opera, hotels, and restaurants. Hotel projects now forming will enable, with the usual pre-exposition preparations made in every world's fair, accommodations for 100,000 excess in 1915.

19. Articles of great bulk, also delicate machinery, statuary, paintings, and other European exhibits, may only be treated to one handling. The breaking of freight for transshipment across the continent will make an exhibit of European objects of art, science, etc., impossible. Hence, New Orleans, which has the convenience of being but 17 days away by regular steamship lines, one wharf to another, will be the logical place for a real exposition of European and South American productions.

20. Potentiality: The resources of Louisiana as a State are very great—it is first in sugar, first in salt, first in sulphur, and first in rice; second in lumber; and ranks high in cotton, corn, and garden truck. The perique tobacco is only grown here in Louisiana, also the tobasco pepper. We have the greatest inland waterway system of

canals and bayous in America, and alluvium lies 100 feet deep in this delta. This offer is the best bid to the industrious poor man of any State in the United States.

Wealth: The real wealth of Louisiana lies in her potentiality as an income producer; we have no exhausted gold mines, but we have mines of alluvial lands ready to come into use, which for 1,000 years will need no cultivator beyond the plow. These lands will produce from $100 to $1,000 per acre. Is this not better than gold? Louisiana has all the value to America that Holland has to Europe. Though poorer in gold, we are richer in that which produces wealth. Louisiana is but one-third the size of California and has 20,000,000 acres lying fallow. We need immigration. We produce now more wealth per cultivated acre than does any State in the Union.

21. The climate of Louisiana is the most balmy and healthful to be found in America. The months of June, July, and August are not warmer in New Orleans than in Cincinnati, St. Louis, or New York; the extremes of heat are greater in these cities, according to Bulletin Q, Weather Department, for 1910. There are 50,000,000 people on the Western Hemisphere nearer the equator than is New Orleans. The greatest populations of the earth are along the thirtieth degree north parallel of latitude—our degree. We have 4,000 square miles of water within our borders tempering the heat. Eighty-eight degrees is a high summer thermometer in Louisiana, and a record of less than freezing is rare in winter. And the average summer temperature here is below that of California. We have not had a snow for ten winters.

22. We have universities, grand opera, and all the evidences of a cosmopolitan culture, which two centuries of custom have produced. We are not, however, in the habit of parading our civilization, and only indicate these things as a part of the setting we offer for a great fair.

23. We will have enough money for an exposition as much as had St. Louis and Chicago for that purpose—$10,000,000.

The cost of construction in San Francisco is nearly 60 per cent more than is the same cost in New Orleans, hence San Francisco must have $17,000,000 to erect what will cost us $10,000,000.

24. The monotony of a brand-new business section is not very attractive to people who reside in growing America. New Orleans has, besides the new skyscraper section, the Vieux Carre of 1718. Three centuries of progress, with its atmosphere and setting, can be studied in our unique and historic cosmopolis.

25. There are two kinds of views—landscape and marine. Most people from the interior want to see the water front and the great ships and desire to eat sea food.

Instead of the Rocky Mountain overland trip we offer to the visitor a short trip to Panama in ships equal to the best trans-Atlantic boats and at a cost to him of less money than the transmountain journey. We offer a visit to the Panama Canal—four days away—at about the same expense of staying in a hotel.

New Orleans need not refer to itself in the matter of being an interesting cosmopolis. Everybody in the United States knows that it has history, people, and architecture, all peculiarly charming.

26. The great port of New Orleans is the southern gateway to the United States, just as San Francisco is the western. Panama is almost directly south by east of New Orleans, but 1,300 miles away.

Our fresh-water harbor is the most extensive in the world. It is now in use for more than 20 miles, and, like the modern bookcase, you can extend it indefinitely. The greatest of Uncle Sam's warships tie up at our docks. It does not take a ship longer after crossing the bar to reach its wharf than it does at New York, Liverpool, or Manchester. The Government dry dock at New Orleans is the largest in the world.

New Orleans does not arrogate to herself the possibility of personating and financing the entire Republic at this fair. We will merely be hostess at this logical gathering point, visitors, exhibitors, and those who would see the canal would have to be entertained. We offer our facilities for the purpose, and will supply $10,000,000 with which to make proper setting for the celebration. Uncle Sam will hardly refuse to exhibit where he invites nations to exhibit.

We are glad to be able here to refute the imputation that we owe money on a previous exposition.

In 1882 the Cotton Planters' Association met in convention at Memphis, where it was proposed to celebrate the centennial of the first exportation of cotton in 1884. The proposition was to hold in New Orleans or some other city an exposition. One hundred thousand dollars was asked for and contributed by New Orleans and $100,000 by our State, and some $500,000 subscribed by the people of the South. Arrangements were entered into by the management with the United States Government to lend to this enterprise, to erect buildings, and to exhibit; its money to be expended by its own commissioners, an agreement being consummated at the time to repay the United States from the gate receipts after the current expenses were liquidated. There was no excess money above expense, and Uncle Sam was not repaid, neither was Louisiana nor New Orleans. To-day on the books of the United States Treasury, the story is plainly told, and no debit charge is carried; there are debit charges against other expositions on these books, but none against the Cotton Centennial. The Cotton Centennial was a small affair, the first exposition in the South after the Civil War. It probably cost less than any of the three recent Pacific coast expositions. The Government went into it to help in the uplift of a devastated section; war and reconstruction had impoverished and depopulated a whole people, and this was friendly evidence of a national desire to aid in the rehabilitation of a struggling section of our common country.

STATEMENT OF MOST REV. JAMES H. BLENK, ARCHBISHOP OF NEW ORLEANS.

Mr. Estopinal. I understand we have a half hour yet, and if the committee will indulge me I will present another gentleman. I have the honor to introduce now His Grace Archbishop Blenk, of New Orleans. [Applause.]

Archbishop Blenk. Mr. Chairman and gentlemen of the committee, if you will allow me, I will present my credentials on this occasion. I trust you will not think that I am overstraining the bounds of modesty or propriety.

For seven years I had the honor of being in the closest relations with the people of Porto Rico. I was their first American bishop,

and as such I have been able, together with the officials of our Government down in Porto Rico, and together with the good will of our home Government, to render, in the language of President Roosevelt, Mr. Taft, the different governors that were down there in my time, and Mr. Winthrop, who is now Assistant Secretary of the Navy, the greatest services, not only to those people in Porto Rico, but also to our own Government, its aims and objects, which they, with American energy and determination, were pursuing in order to bring the Island of Porto Rico, with its people, under the willing sway and authority, power, and prosperity of the United States.

During my stay there it has been my singular opportunity to meet a great many representative people from South America, and the impression, deep and indelible, that has been left upon me is that they long, somehow, at some time, to come into closer business, social, and political relations with the United States of America. They at the bottom of their hearts believe their future prosperity, their welfare, their political life, will depend on the closeness of their relations with the United States of America.

Mr. Chairman, a great deal, no doubt, has been done by our Government to establish these relations; but, to my thinking, the completion of the opening of the Panama Canal brings with it the historic opportunities for cementing all the republics of our hemisphere together by the closest and most advantageous and beneficial relations that possibly could exist.

Since our political life we have established firmly—please God, perpetually—the noblest, the best, the most prosperous, the most justice-loving republic in the world, and those people are looking toward the United States to take from her what is best in their own interests, and to do all in their power to win our lasting good will and friendship and to give it to us also for these great benefits that can be conferred upon it.

I listened with a little dismay, Mr. Chairman, to the statement of fabulous wealth as brought out by the gentleman from California. But whilst he was speaking the thought came up in my mind that great ends are to be encompassed, and among them is to throw open the portals, so to speak, of the Gulf ports, so that the people of South America can come not only at the greatest inconvenience and with innumerable difficulties out to San Francisco, but throughout the United States, through that great avenue which New Orleans represents for the holding of this exposition, in especial regard to these people, these 21 South American republics. They want to avail themselves of all that we have best in our land, of our educational facilities; they want to come into closer social contact with us; they want to know the United States better and they want to be better known, and eventually they are going to take the way that is shortest, that is best, that seems to have been—I believe has been—brought around by Providential designs.

If I have, Mr. Chairman, had any success in Porto Rico it was ascribed by our President, by the governors, and by the different heads of the departments to the fact that I was from New Orleans; that I understood the characteristics, the aspirations, the aims of those people. They need to be dealt with according to their own moral, artistic, traditional make-up. If they will say, "Este senor,

es muy, simpatico"—that is, he is a genial fellow, one you can approach, one who speaks our language—you have won them over, and I believe that in a small way the work that it was my privilege and my honor to accomplish in Porto Rico for the Porto Ricans, I believe in a great way, in a way that will be entirely a grand, new era, it will make the dream of Mr. Monroe a splendid and glorious reality, "America for the Americans." I think that it will cease to be said that South America is for Europe. I think that New Orleans has all the qualifications for this—her hospitality, her genial manners, her approachableness, her kindliness, the fact that somehow or other that Latin spirit still prevails largely in New Orleans and in Louisiana—I believe that that very fact will be the inducement for the people of South America to establish those relations which are so much desired for our own future, as well as for their future. Well I remember Mr. Root, in a public address, saying that if we want to retain and act up to the principle of President Monroe, "America for Americans," then we must be ready to fight for it. I think the exposition, if held in New Orleans, will keep America entirely for Americans and that the principle of Mr. Monroe that has so long languished will shine brightly and benignly over the entire hemisphere. [Applause.]

I am sorry to say anything that may seem adverse to California. That could not be done out in California. I believe that if ever the time comes when we want to give the Orientals an opportunity of coming to the United States of America, of entrenching themselves, of taking strategical positions against the time when their own country will rise up against America, I think that the most useful, the most conducive act to bring about that is to hold an exposition in San Francisco. We want South America; we do not want the Orientals; and therefore I submit, Mr. Chairman, that, regardless of the sum of money offered by California, we should get that exposition in New Orleans, because by giving it to New Orleans the South will at length get an opportunity to come into her own, to make known her magnificent resources, to impress upon the people that will visit us the truth of the climatic conditions, that are simply ideal—and so the people all over the United States will tell you, provided they are not from San Francisco. [Laughter.]

I submit, then, to you, Mr. Chairman, and the honorable committee, that without any hesitation you give New Orleans this great opportunity for her own development, for the inheritance that is due to the South, for the entire United States, the glory, the prosperity of the entire United States, for the 20 South American Republics, who themselves are clamoring, not for San Francisco, but for New Orleans, as the point where the exposition should be held. I submit that you give us the exposition. [Great applause.]

STATEMENT OF PROF. ALCEE FORTIER, OF TULANE UNIVERSITY.

Mr. ESTOPINAL. I have the honor and pleasure of introducing now my friend, Prof. Fortier, of Tulane University.

Mr. FORTIER. Mr. Chairman and gentlemen, I have been asked to appear before you to say something about the historical point in this question. If I were to speak of the history of Louisiana as it deserves to be mentioned, 10 minutes, of course, would not be suffi-

cient. We need a great many hours in order to be able to tell you what we have done in the history of our State. I think that, as I have such a little time, I will call your attention to some things that have been done there in Louisiana that perhaps the other people of the United States do not know sufficiently.

The colony of Louisiana was established by the French. We claim that we gave to the United States a great lesson when, in the year 1768, the people of New Orleans and of Louisiana rose against the Spanish and thought of establishing a republic on the banks of the Mississippi River. I think that this is one of the great contributions to the history of the United States that in New Orleans, eight years before the Declaration of Independence, we thought of establishing a republic. Mr. Chairman, of course this was not possible at that time, but we are proud that we are the descendents of those men who first had the idea of independence on this continent.

Now the second point. The Government of Spain, which was established in New Orleans in a very ruthless way, became very mild and paternal and glorious; and this, Mr. Chairman, is a point that very few people in this country know that the people of Louisiana took part in the war of the American Revolution. I had the honor in 1901 of addressing President McKinley, and I stated that fact to him; and, Mr. Chairman, the President of the United States did not know that. We want all of you to come to New Orleans and to study the history of the United States. [Laughter.] You can learn it there better than anywhere else [laughter], because some of the greatest events in our history took place there in New Orleans on the banks of the Mississippi River. When in 1779 Bernardo Galvez made war against Baton Rouge; when in 1780 he captured Mobile; when in 1781 he captured Pensacola, there, Mr. Chairman, our ancestors took part in the war of the American Revolution, and I may be permitted to say that it is a great glory for me to say that I am one of the sons of the American Revolution, although my family has been in Louisiana the last 200 years, and has never left there.

It is a great fact to think of, that we in New Orleans, although Louisiana at that time was a Spanish colony, helped Washington, and we have letters from Washington to Galvez acknowledging the great help given by the Louisianans to the cause of the American Revolution. So, during the French dominion, we gave that great lesson of independence; during the Spanish dominion the part we took in the War of the American Revolution is remarkable, and since we have been American for more than 100 years we have been loyal citizens of the United States, and on the battle field of Chalmette what did we do but prevent the British from invading our country, and the greatest victory, perhaps, in the world took place there, in New Orleans.

Mr. Chairman, we are going to celebrate next year the centennial of Louisiana's admission as a State into the Union. We have those three strata of civilization, the French, the Spanish, and the American. The French and the Spanish are glorious traditions, but we are above all Americans, and we are proud of our country, of our history, and I wish to repeat, we want you all to come to Louisiana to study the history of the United States, which, I am sorry to say,

many of you do not know yet, but which we are willing to teach you. [Laughter.] I have no more time left, Mr. Chairman. If I were to speak of all that we have done for the civilization of the United States, and for the history of our country, I would have to stand before you for hours. I know that you would be glad to hear me talking of Louisiana for many hours, but there may be some other questions as to the country that may be of as much interest, perhaps, as those concerning Louisiana, and I shall therefore thank you for your kindness. [Great applause.]

The CHAIRMAN. This will conclude the hearing for this morning. It will be resumed promptly at 10 o'clock to-morrow morning on this room.

Thereupon, at 12.05 o'clock p. m., the committee adjourned until to-morrow, Wednesday, January 11, 1911, at 10 o'clock.

COMMITTEE ON INDUSTRIAL ARTS AND EXPOSITIONS,
HOUSE OF REPRESENTATIVES,
Wednesday, January 11, 1911.

The committee met at 10 o'clock a. m., Hon. William A. Rodenberg (chairman) presiding.

The CHAIRMAN. We will now resume our hearing, Mr. Estopinal.

Mr. ESTOPINAL. Mr. Chairman, the first speaker this morning will be Mr. W. B. Thompson, president of the Cotton Exchange of New Orleans.

STATEMENT OF MR. W. B. THOMPSON, PRESIDENT OF THE COTTON EXCHANGE OF NEW ORLEANS, LA.

Mr. THOMPSON. Mr. Chairman and gentlemen, I assume that the people of the United States are not only willing but are in duty bound to celebrate with solemnity and honor the greatest achievement of American genius and the largest show of American power. The construction of the Panama Canal epitomizes the highest development of engineering skill and represents the most conspicuous manifestation of constructive force. The annals of mankind record wonders accomplished in the years gone by and history yet to be written will bear witness to still greater marvels in the future progress of the world, but with due respect for what has gone before and with reverent hope for what is yet to come, it may be confidently affirmed that this great isthmian venture constitutes the most heroic economic effort of the race to date and is in itself, in comprehensive material significance, the latest and greatest wonder of the world.

VALUE OF EXPOSITIONS.

Celebration is a national instinct and a national obligation. Leaving out of consideration for the moment the commercial phase of expositions and public shows, it seems to me that these celebrations have a profound patriotic significance. It is not alone upon commercialism that a nation thrives, nor is its progress truly measured by the trial balance of its money supply. A nation's most potential assets are its ideals. The individual mind or the national mind

which has no patriotic imagination will become crass and sordid, and these benumbing errors are, and as history will declare, have ever been, the antitheses of achievement and the sure forerunners of retrogression and decay. A reasonable national pride constitutes the most potent source of present strength and the surest promise of future advancement. I do not mean the arrogance of mere temporary material power, but the militant self-respect which proceeds from the consciousness of a creditable past and is sustained by the assurance of ability to cope with whatever the future may hold in store. It is, therefore, well to focus the attention of the people upon the large and salient facts in their country's history and to stimulate their enthusiasm by the display of greatness already achieved and their ambition by the prospect of unlimited opportunity beyond. These conceptions are inspired and kept alive in the great mass of people by visible representations. Conspicuous demonstration makes the widest and most direct appeal. Great expositions have a psychological as well as a commercial and an educational value. A great idea is visualized by spectacular illustration and through the medium of these commemorating occasions forcible appeal is made to that sense of the people which responds in emulation and patriotic endeavor.

The ethical value of commemorating shows is not usually accorded the consideration which I think it should receive. But there is another advantage issuing from these functions which is more obvious and none the less valuable and real. We announce that we are celebrating this or that event, but the basis of our undertaking is a much more substantial consideration. Our main object is to make the occasion contribute to the material profit of the people for whose benefit it is organized. The tremendous force of advertisement is obvious. A man or a people holds only a profitless ownership in an asset or an advantage, of which he or they are alone aware. The things of value we have and the things of value we do become remunerative only to the extent to which they are exploited. The material resources of the United States are more varied and more prolific than those of any other nation; and in productivity of genius no other people surpasses ours. The greater the number of people who know what we have and what we can do, the larger will be the demand upon our sources of supply. The greatest need of a developing country is exploitation. Ours is a country of developing and of yet undeveloped resources. The greatest need of a producing country is a broad and ever broadening market for its products. Ours is a producing country and is profited most directly and to the greatest extent by those movements which bring traders into touch with its resources and into its markets for supplies. Moreover, the Nation owes its largest debt to its producers, or to the men who create its wealth, and it is through the exploitation and utilization of these resources of material and of mind that the individual worker comes into his own. Money, or wealth already created, has been given in these United States, ample opportunity to entrench itself and enlarge its power. What we most need now is encouragement for the man who produces wealth by the work of his hands and creates value by the application of his genius. We have here the material and the men, and can serve the large popular cause in no more effective way than by bringing to the world a realization of these essential facts, and thereby affording our working citizens a wider market for the output of their productive energy.

The most efficacious method of bringing about the desired results in this regard, is to gather together at some convenient place, the people from all parts of the earth and to exhibit to these our goods, wares, and potential possibilities; and it is a perfectly obvious conclusion that the greater the concourse so assembled and the more representative the attendance and participation so secured, the greater the good that will flow from the undertaking.

DYNAMIC PROPHECY.

Hitherto, as I recall, the great expositions held in this country have been dedicated to some important event in our previous history. The design has been, through the medium of a post mortem celebration, to draw some attention to the event itself, but principally and primarily to attract a multitude of people in the interest of exploitation and for the financial profit of the community in which the celebration was held. Such celebrations, although beneficial in the large and ultimate sense, are not without certain obvious drawbacks. It is observed that after the close of these expositions the abrupt return to the comparatively normal condition is attended by certain reactionary disadvantages. The proposed World's Panama Exposition is widely different from the celebrations referred to, both in the theory of organization and in the facts upon which the undertaking is based. The proposed exposition deals not with the past but with the future. It is not retrospective, but prophetic. It will not only commemorate a great modern achievement, but will celebrate the discovery of a new commercial world. The termination of the exposition will not be the signal for the resumption of the normal, but will mark a tremendous impulse of trade expansion, which impulse and which expansion the exposition itself will have been the efficient means of promoting. The dream of the ages has been to break down the isthmian barrier and unite the waters of the two oceans. The supreme importance of the canal has appealed to the commercial sense of all the nations. That narrow strip of water will alter the trade map not only of the Western Hemisphere but of the world. Other nations have made stupendous efforts to accomplish the task, and have failed. It has remained for the genius and determination of the people of the United States to accomplish the seemingly impossible and by such accomplishment to place all the nations permanently in debt to us. To fittingly celebrate this great event, and to invite all interested peoples to participate therein, and thereby to bring honor to our country and profit to our people, is, as I conceive it, a patriotic duty and an obligation of statesmanship from which our Congress would not escape if it could and from which it could not escape if it would.

It being assumed, for the reasons stated, that Congress will indorse the exposition project, it remains to be discussed the ways and means whereby the enterprise may be consummated and to determine the location which will most consistently, efficiently, and successfully subserve the objects and purposes of the undertaking.

WAYS AND MEANS.

Two States have offered to provide the money necessary for financing the proposed Panama exposition, namely, California and Louisiana. The State of California in its large and opulent way has

obligated itself to produce the sum of seventeen and one-half million dollars for the purpose of holding the exposition in the great city of San Francisco. The State of Louisiana has obligated itself to supply the sum of $10,000,000 for the purpose named, provided that the honor of hostess-ship is bestowed upon the city of New Orleans. California has voted a tax which will yield the sum of $10,000,000. The balance of its contribution will be made up by private subscription. Louisiana has voted a tax which will yield six and one-half million dollars, the balance being represented by private subscription, of which more than one and one-half million has been actually signed for and additional subscriptions are coming in every day.

The tax return is as sure in the one State as in the other, and in both the proposed yield is certain. I do not know to what form the California subscriptions have been reduced, nor am I prepared to question the bona fides or the enforceability of these obligations to pay, but I am prepared to say that the Louisiana subscriptions are in the shape of signed notes, which when New Orleans is designated by Congress as the site of the exposition, will constitute valid, enforceable, and bankable obligations. All of which is shown in detail by certificates of authorized accountants which we offer in evidence.

But, waving for the moment the question of the relative collectible value of the two subscriptions, and assuming for the sake of argument that the pledges of California will produce seventeen and one-half million dollars and the pledges of Louisiana at least eight and assuredly ten million dollars, I venture the assertion that the California obligation will actually yield little, if any, more than the Louisiana obligation, if, indeed, as much. The basis of this assertion is the fact that the general range of prices is materially higher in San Francisco than in New Orleans, and this fact in its application to the necessaries of living forces the laborers of San Francisco, in order that they may earn even a livelihood, to demand wages materially in excess of the scale established in New Orleans for similar work and yielding the laborers of that city an equal or even a larger share of the comforts of life. Hence it will require a greater amount of money to produce in San Francisco the same results that would be by a smaller amount accomplished in New Orleans.

Thus considered, it appears that in spite of California's boastful assertion of the magnitude of its offering it in reality and in fact will give no more, if as much, than the more modest obligation of Louisiana will yield. From the beginning of this controversy up to the present time the principal and only even apparently meritorious argument that California has advanced in support of its claims is the money argument, expressed in boasts of affluence and reenforced by prodigal and ostentatious display of the capacity of its people as spenders. It now falls out that even this assumption of superiority is specious and that even if the amount of money pledged was the only consideration, or even the essential consideration, California's claim of preeminence in this regard must be disallowed.

But although money and a large amount thereof is necessary for the purpose, yet money alone will not suffice. Accomplishment of the end in view must come as the result of the combination of feasibility and money. Money can buy many things, but not all. It can buy grounds and construct buildings, but it can not arrest the flight of time nor annihilate the fact of space. California with its

money might buy for itself a great California fair, or a greater Pacific coast fair, but there is not gold enough in all its mines to purchase for it a world's fair in the true and full significance of the term, nor to consummate such a celebration as is contemplated by the proposed movement, nor such as would be consistent with the comprehensive demands of this preeminent occasion. Responsibility for this limitation does not rest with the State of California or its people, but with Him who arranged the continents, built the mountains, spread out the seas, and adjusted the physical conformation of the earth.

SITE.

Be it remembered, Mr. Chairman and gentlemen of the committee, that we are proposing to celebrate an event which affects not only the Gulf coast and not only the Atlantic coast and not only the Pacific coast and not only the Mississippi Valley, but the entire United States and the North American Continent; an event which affects not only the North American Continent, but the South and Central American countries as well, and not only the American Continents, but every other country of the commercial world. In reaching a conclusion in this matter you are urged to consider the claims of the people of the United States first and the appeals of rival cities for recognition afterwards. It is the genius of the Nation that is constructing the canal and the money of the Nation which is making such construction possible, and not the money or the genius of San Francisco or New Orleans. You are urged to lose sight of the name of New Orleans and the name of San Francisco. Imagine that the canal has already been completed, and let your attention dwell upon the possibilities of new and profitable relation between the trading people of the United States among themselves, and between the traders of the United States and those of South and Central America, of Europe, and of Asia. Consider how this new relation can be cultivated and developed to the greatest profit to the people of the United States. Determine how the greatest possible number of the trading people of all the countries may be brought into touch with the merchants of all the United States and the place at which they could be to the best advantage assembled, and when you have decided these preeminent considerations, award your preference to that city which most nearly conforms to your requirements in the premises and to the demands of the cause.

The people of New Orleans have no wish to belittle the people of San Francisco nor to question their ability to consummate what, in respect to grounds, buildings, and appointments, would be a great exposition. Nor is it our wish to injure these people or prevent them from securing any benefit to which they are entitled. On the contrary, we regard with exultant admiration the grit, courage, and resource of that indomitable city, and are in sympathetic accord with its every effort to retrieve its vast misfortune. But the issue in the present movement is not merely to profit San Francisco. The object of this enterprise is not to bring guests to the hotels and boarding houses of San Francisco, nor to give employment to San Francisco laborers and put money into the pockets of San Francisco merchants, but to bring business to the merchants of the United States and to profit all the people by the enlargement of trade opportunity. The

proposed exposition is not to be a local affair, organized for the pecuniary advancement of the community in which it is located, but a national and international affair instituted for the purpose of realizing for the Nation the maximum of benefit to be secured from the construction of the canal.

We claim that for a world's exposition as outlined herein and for the only kind of exposition that would answer the demands of the occasion New Orleans is the only city that fulfills every requirement. I have shown that from the financial standpoint the New Orleans proposition is every whit as good as that of San Francisco. From the geographical standpoint the situation of New Orleans is ideal; from the same standpoint the situation of San Francisco is impossible. In the essential considerations of location and relation to our own country and to the outside world, New Orleans, of all the considerable cities of the United States, offers without doubt the best site; San Francisco incontestably the worst. This proposition is undebatable.

GEOGRAPHICAL LOCATION.

I will not consume your time nor tax your patience by a detailed description of the relative geographical positions of San Francisco and New Orleans. It is known of all men that the former city is off on the edge of the earth while the latter occupies a central position. If your recollection of geography is to any degree indistinct, you may readily refresh it by reference to certain descriptive and statistical maps which we have distributed with more or less industry. You already know, or will know, that San Francisco is more remote and more difficult of access from the Isthmus of Panama than any other considerable port of the United States; that it is more remote and more difficult of access from the centers of population of the United States than any other considerable port in the United States; that it is more remote and more difficult of access from European countries and from the centers of European population than any other considerable port in the United States; that it is more remote and more difficult of access, or will be when the canal is completed, from every point in the Central and South American countries than any other considerable port in the United States; and finally, that it is more remote and more difficult of access than any considerable port of the United States from every country that would care to participate in the exposition proposed and from nearly every country in the world whose trade would be affected by the opening of the canal.

In order that the proposed exposition shall be a success and serve the purpose of its existence, it is indispensable, first, that the maximum number of American visitors and exhibitors should participate; second, that the maximum number of visitors and exhibitors from foreign lands should cooperate; and third, that the maximum interest should be stimulated in those people and nations whose trade relations will be affected and rendered more intimate by the opening of the canal. If the proposed exposition should be held in San Francisco, not one of these essential prerequisities would be complied with. On account of its remote location and the resultant excessive outlay in money, time, convenience, and comfort that would be entailed by the preposterous pilgrimage to the Golden Gate, only the minimum number of visitors and exhibitors could be induced to participate. And even if this were not the case and even if the American

multitudes and the foreign hordes were impervious to fatigue, indifferent to the waste of time, and reckless of money expenditure, still the situation would not be saved, for the very obvious reason that the limited transcontinental railroad facilities could not by any possibility transport enough people and exhibits to make the occasion in truth and in fact a world celebration, commemorating and promoting a new and universally significant era of trade movement and relation. Thus it plainly appears that as a site for an international exposition San Francisco is afflicted with peculiar and unique disability and is from the physical standpoint wholly impossible.

TRANSCONTINENTAL RAILROADS.

In this connection it may be pertinent to remark that San Francisco's most powerful allies in the present contention are these same transcontinental railroad systems, which, let it be remembered, were from the beginning the most inveterate and bitter enemies of the canal idea and which, if they had been permitted to rule, would have forever prevented the consummation of the great enterprise which they are now, for their own interests and at the expense of the public, so acutely anxious to celebrate.

RACIAL DIFFERENCE.

But there is another reason why San Francisco should not be designated as the site for the proposed exposition. This reason constitutes not a physical obstacle, but a moral objection, or a bar interposed by considerations of public welfare and public policy. If there were no other reasons for denying the San Francisco appeal in the premises, the one I shall now advance would be in itself and alone of sufficient force to compel not only such denial but an active discouragement of holding an international exposition in the city named.

In my statement of San Francisco's geographical isolation, you may have observed that in one particular instance I qualified my sweeping assertion. I said that the city in question was more remote and more difficult of access than any other considerable port in the United States from every country that would care to participate in the proposed exposition, and from nearly every country in the world whose trade would be affected by the opening of the canal. It is hardly necessary to say that this qualified exception had reference to the eastern countries of China and Japan. These countries alone in all the world are actually nearer to San Francisco than to New Orleans, but this relative proximity is entirely physical, and is only apparent, not real. Between the people of the foreign countries mentioned and the people of California rolls a gulf wide and dangerous, if not impassable, a division based upon the fundamental fact of racial differences. Under these conditions, it is doubtful whether the races mentioned would care to participate in an exposition held in the Pacific coast city; and if they should decline, the principal resource of such exposition would be eliminated. On the other hand, if China and Japan should participate, the possibilities of friction are now as in the past. I make this reference simply with the desire to call your earnest attention to this most important phase of the exposition matter.

ADVANTAGES OF NEW ORLEANS.

Further reference to the maps mentioned, and further consideration of surrounding conditions, will demontrate that not one of the foregoing objections can be urged against New Orleans as a site for the exposition. On the contrary, it will be seen that the southern city amply fulfills every essential requisite prescribed. In the first place, New Orleans is on good terms with all the world, and hospitably inclined toward all the nations thereof. Its people are cosmopolitan in character, and tolerant in disposition, and all the ties of international comity will be strengthened by the proposed association there.

In the second place, New Orleans is nearer to and at the same time more readily, expeditiously, and economically accessible than any other considerable port of the United States from the canal itself, the centers of population of the United States, the foreign countries, and more particularly those foreign countries which offer the most promising and prolific opportunities for American trade expansion. There are only two cities making application for the privilege of holding this exposition—San Francisco, which is peculiarly and uniquely unfitted for the purpose, and New Orleans, which is possessed of singular and extraordinary qualifications for the same. On the record and evidence, decision must inevitably be given in favor of New Orleans, unless that city is afflicted with some disability or inability not heretofore disclosed.

FACILITIES OF NEW ORLEANS.

It has been charged by our San Francisco friends that New Orleans is not able to consummate so great an undertaking as the one proposed, and the effort has been made, by magnifying the demands of the occasion and slighting our ability and resources, to injure our chances of securing recognition and to discredit the sincerity of our appeal. I appear before you for the purpose of advising you that the people of New Orleans are not only profoundly earnest in their professions, but are entirely confident of their ability to handle the matter with full success, and pledge themselves, if they are honored with the commission, to hold an exposition which will not only reflect credit upon the city itself, but will redound to the honor of the Nation at large.

New Orleans is a city of 350,000 inhabitants. Its assessable property value is at present $231,000,000, which represents an increase of $91,000,000 during the past 10 years. It has 273 miles of paved streets, and further extensions are contracted for, and still further extensions are in immediate contemplation. The fire department of the city consists of 56 companies, with a working force of 397 men, which number will soon be augmented. This department operates 31 steam fire engines, 9 hook-and-ladder trucks, 13 chemical engines, and wagons and a hose tower. The sewerage, water, and drainage systems of the city are thoroughly modern and efficient. On these three systems the city has expended during the period from 1897 to 1909, inclusive, approximately the sum of $19,000,000. The city has now 337 miles of sewers, 3 discharging pumping stations, and 6 electrically driven and automatically operated intermediate lift pumping stations. The waterworks system includes mains and pipes laid

in 500 miles of streets, with two water-purification and pumping plants. The waterworks plant, by taking the water of the Mississippi River and treating it by sedimentation and coagulation and, finally, by filtration, has a furnishing capacity of 60,000,000 to 65,000,000 gallons of pure, clear, filtered water per day.

New Orleans stands third in the list of American ports, and the second port, Boston, is so little ahead that our port will soon lead all but New York. It may be interesting in this discussion to note that the total value of New Orleans exports and imports for the Government fiscal year, ending June 30, 1909, amounted to $196,088,587, as against $80,551,403 to the credit of San Francisco during the same period; and the total number of vessels clearing in foreign trade from New Orleans during the same period was 1,060, as against 360 from San Francisco. All of which is shown by a comparative statement appended hereto.

The port of New Orleans has 37 miles of river front and one of the finest and most efficiently administered harbors in the world. The board of commissioners of the port of New Orleans—a public board—operates the river-front facilities, which embrace 26,000 feet of modern wharves and 16,000 feet of steel sheds already built, with 10 miles of space available for new wharves and sheds. These facilities are operated for the benefit of the commerce of the port and not in the interest of any private transportation companies, and the service is rendered at the minimum charge to all steamships alike without favoritism or discrimination. The city owns its own belt railroad system, which operates its main lines along practically the entire river front, and which will in the not distant future encircle the city. The belt railroad, with its switches and sidetracks, serves all the city wharves, all the railroads, and a large number of private industries. This public utility not only supplies switching service to the nine lines of railroads now having terminals in the city, to the thousands of steamships that cast anchor there, and to the multitude of individual industries now participating, but it offers the same facilities upon an equal and nondiscriminating basis of service and charge to any and all transportation companies, individuals, and interests which may hereafter desire to handle their business at or through the port.

The administration of the port facilities of New Orleans has earned from Hon. Herbert Knox Smith, Commissioner of Corporations in the Department of Commerce and Labor, the following commendation appearing in his "Report on Water Terminals in the United States:"

GULF COAST HARBORS.

Traffic conditions in the harbors of the Gulf of Mexico are somewhat different from those on the Atlantic coast. The commercial function is more prominent; several of the leading ports are chiefly noteworthy as the termini of southern and western railroads, and have an exceptionally large proportion of through freight between the interior and foreign countries.

NEW ORLEANS.

This is one of the most important as well as one of the most interesting harbors in the country, particularly in its advanced terminal facilities, its organization, and its methods of public administration. It is a river harbor, about 100 miles from the Gulf, but easily accessible for ocean vessels.

Both the commercial and industrial functions of the harbor are important. It has about 6 miles of publicly owned wharves, over 25 in number, and about 15 large steel

sheds and warehouses. There is a very considerable amount of modern transshipping machinery for grain, fruit, and coal.

The administration is divided into three parts. The State board of commissioners for the Orleans levee district has control over the construction and maintenance of protective levees (earthen embankments to prevent overflow of the river). The State board of commissioners of the port of New Orleans construct, maintain, and regulate the public wharves and sheds. The belt railroad commission (a municipal board) has built and operates a belt railroad along the entire active water front, about 10.18 miles in length, with about 40 industrial sidings or spurs, and makes 17 dock, wharf, and export switch connections. It is intended thus to encircle the entire city with a total main-line track of about 22 miles. The plan provides that this railroad shall connect practically all the important wharf frontage with all the trunk lines entering the city and with many industrial establishments. This railroad, in work already completed and in extensions definitely provided for, is the best example in the country of a practical coordination of rail, industrial, and water business for the benefit of the entire community. A merchant or manufacturer on any part of the line of the road can receive or send shipments, by direct connection, over any part of the entire transportation system, rail and water, of the whole city, including all the trunk lines. The public ownership and management of this belt line prevents undue control of a given industry or section by any one railroad.

The excellent public wharf and shed equipment along the water front appears to be constructed and maintained with remarkable efficiency. The work of constructing wharves and sheds is still in progress.

Most of the public wharves and sheds are "open." Very few leases of any considerable length are made, so that the water front is available for general traffic on a system of dockage charges.

* * * * * * *

In general, the physical conditions, control, and organization of the harbor of New Orleans are worthy of careful study by other municipalities as an example of a modern system of a well-equipped and coordinated harbor with a high degree of public control.

The city of New Orleans has, during the period 1897–1909, inclusive, expended upon the aforementioned public improvements and others not here enumerated, approximately the sum of $35,000,000, and it is anticipated that during the next five years the additional outlay in these several departments will approximate $28,000,000 more. All of which is shown in detail by an approximate statement appended hereto.

The street-car system of New Orleans is admittedly one of the most efficient, if not the most efficient, in the United States. It covers 202 miles of track and operates 28 separate and distinct lines comprising more than 400 cars. In answer to a question propounded, the president of the railway company advises me:

> We can not determine our maximum passenger capacity per day, for the reason that we have always been able to handle conveniently all those who care to use our service. This applies to the large number of people handled during the Mardi Gras season, at which time more people are handled than at any other time during the year.

I am unable to give any accurate figures estimating the hotel, restaurant, and lodging capacity of the city, for a reason similar to the one voiced above by the president of the railway company. In spite of the fact that during the past hundred years New Orleans has been called upon to entertain and handle huge and numerous convocations, its capacity in this regard has not been reached. There is every reason and every assurance that we can maintain in the future the record we have established in the past, and with the available time for preparation at our disposal, there is no doubt whatever of our ability to comfortably and satisfactorily house, handle, and feed whatever multitude may see fit to accept our invitation.

The climate of New Orleans is salubrious and its conditions are healthful. The temperature from September to May—nine months—ranges between the extremes of 40° and 75°, with the mean average of about 50°. In the summer months the temperature has reached 100° but twice during the past 10 years. The healthfulness of the climate is strikingly demonstrated by the fact that the number of deaths from old age is relatively greater in New Orleans than in any other American city. The hospitable disposition of the New Orleans people is known the world over, and the facility with which visiting crowds are entertained in that city is attested by the millions who have from time to time honored us with their presence.

I do not intend to fatigue your attention by a statistical array. I merely outline some of our essential facilities for the purpose of reenforcing our declarations of ability, and in order that you may know that we are equipped, both in present possessions and in potential resources, with the means necessary to consummate the great exposition and to take care of the multitude of people who will attend. You can give New Orleans this exposition in the confident assurance that it will be administered on large lines by a great city and by a people who do things not by halves, but to the limit of entirety, when they feel that their honor and duty are involved.

FORCES AND RESOURCES OF THE SOUTH.

I am afraid that the ancient misfortunes of the South and the long nonparticipation of its people in the swift accumulation of wealth, which has marked the progress of other sections of our country, has bred in those of our countrymen who are out of touch with our development the habit of thinking slightingly of our ability to do big things and of our capacity for comprehensive enterprise. It is true that our struggle with constrictive and restrictive conditions has been long and painful, and it is true that our progress from desolation into comparative prosperity has been slow and without spectacular appeal; but I want to say to those who lightly think that a southern city can not rise to great occasions in rank with her sister cities of the North and East and West that the South of to-day is not the South of 40 years ago, nor of 20, nor of 10. Undertakings from which a while ago we would have shrunk in trepidation do not affright us now. We have toiled through the night, but we see the morning at hand. We know that in our forests and in our fields, in our mineral and oil deposits, in the productive capacity of our soil and subsoil, we have immeasurable and inexhaustible sources of wealth which, with cultivation and development, will enrich not only ourselves, but will add immeasurably to the wealth of the Nation.

Trustworthy authorities estimate the productive values in the South for the year 1910 at the splendid total of $5,970,000,000. The cotton crop alone yields for the year 1910 twice as much as the combined output of all the gold mines in the world for the same period. I do not feel that it is unseemly to glory in the achievements of a country which in one year can produce practically $6,000,000,000 in value. Especially is exultation excusable in such case, when it is remembered that 45 years ago that country was devastated and wrecked, and that for 20 years of the 45, it struggled with the most serious social and economic problems that ever confronted a people.

The record and the results attest that for fortitude, determination, and energy the Southern people have no superior in history. It is not as if the money of other sections had aided us in making green our waste places, as was done for other and more favored portions of our country; but alone and unaided, without money or credit, the South was forced to work out its own salvation. In those times of travail every proposition that the South offered at the money centers was declined, while even wild-cat schemes from other sections met with prompt favor. The story of "booms" and quick bonanzas and the fate of many of these which swallowed up hundreds of millions of unwary capital, forms no part of Southern history. By honest toil and sheer force of will, practically unassisted until within the last decade, we have constructed upon the ruins of the old régime a wealth-producing system which gives us a place to-day among the most progressive people of the world.

You are now apprised of the basis of our insistent confidence. We ask the Congress to share our faith. We want this exposition because we can handle it to better advantage than any other city in the United States; we want it because it will help our city and the South; and we want it because we can make it the means of added profit to the American people and of increased renown to the American name. Thus comes New Orleans, the chief city of the South, requesting the privilege of a place in the Nation's confidence and claiming the right to utilize its superior advantages and employ its willing force in the furtherance of an affair of large national profit and deep national concern.

PORT NOTES.

[Compiled by the secretary of the New Orleans Board of Trade (Ltd.).]

For Government fiscal year ending June 30, 1909, vessels cleared from New Orleans to foreign countries with a total net tonnage of 2,168,816 tons:

	Imports.	Exports.	Total imports and exports.
New Orleans	55,712,027	140,376,560	196,088,587
San Francisco	49,370,643	31,180,760	80,551,403

Vessels cleared in foreign trade.

	Vessels.	Net tonnage.
New Orleans	1,060	2,168,816
San Francisco	360	868,937

Approximate statement of amounts expended in city of New Orleans since 1897 in different branches of public improvements, and also about what will be expended during the next five years, if the reasonable anticipations of different departments of the city government are consummated:

	1897 to 1909, inclusive.	1910 to 1915, inclusive.
Sewerage, water, and drainage systems	$19,000,000	$8,500,000
Street improvements, including local subsurface drainage	4,000,000	10,000,000
Public buildings, city hall, courthouse, schools, etc	2,500,000	1,500,000
Levee improvements	6,000,000	4,000,000
Wharves and docks	2,500,000	2,250,000
Public belt railroad	500,000	1,500,000
Total	34,500,000	27,750,000

Total expended from 1897 to 1909, inclusive	$34,500,000
To be expended, 1910 to 1915, inclusive	27,750,000
Grand total	62,250,000

Estimate of manufacturers' record, showing productive values of the Southern States.

Products of—	
Manufactures	$2,690,000,000
Agriculture	2,600,000,000
Forests	400,000,000
Mining	280,000,000
Total for year 1910	5,970,000,000

STATEMENT OF MR. MARTIN BEHRMAN, MAYOR OF NEW ORLEANS.

Mr. ESTOPINAL. Mr. Chairman, the next speaker is Mayor Martin Behrman, of New Orleans. [Applause.]

Mr. BEHRMAN. Mr. Chairman and gentlemen of the committee, I will detain you only a very few minutes. The distinguished gentleman who preceded me has covered the subject so fully that there is very little to add. I want to say to my friends from California that I am here this morning—and this may seem strange, gentlemen of the committee, because some of you are aware that I am prejudiced in favor of New Orleans—I am here to join with them this morning. I heard the distinguished, eloquent gentleman from California, Mr. Kahn, yesterday, arising in his place, ask that the bill, in so far as California was concerned, be permitted to die. We want to assure you of the heartiest support of the delegation from Louisiana, Mr. Kahn, to help you with all matters of bills that may be pending, to help them die, to let New Orleans go on with this great work which she now wants to do for the Nation. [Laughter and applause.]

A great deal has been said why the exposition should be held at New Orleans. I do not think there is any doubt in the minds of right-thinking men why it should be located at a point where the great bulk of the people of this Nation can see it at a minimum of cost. Unfortunately for California and San Francisco, they are not located where the great bulk of the people of this country can visit at a minimum of cost. Expositions are not built, as it were, to benefit any particular section or any particular city. They are built with a view of educating the masses, in order that the peoples of the world may come and assemble at one central point and see what the

universe has been doing. For that reason, my friends, we have tendered New Orleans as the place where this exposition can be held, and should be held, believing that the great bulk of the people can visit it at a cheaper cost than any other section of this country.

Now, my friends, what are we going to celebrate? We are going to celebrate the opening of the Panama Canal, the greatest feat that this Nation or any other nation has accomplished. And where should that be celebrated? At the point or city nearest the canal which is capable of doing so. My friends, coming to New Orleans from any section of this country east of the Rocky Mountains, one can take a ship at New Orleans, say, on Saturday, and on Wednesday evening eat his dinner in Panama. As was said here yesterday by Mr. Ellis, with a $100 bill in your pocket, you may come to New Orleans, see the exposition, see the canal, and go back to your home again—all covered by that $100 bill. I do not think our enthusiastic friends from the coast will make that claim. Of course, I know that a $100 bill to the average San Franciscan is a very small amount of money; but we fellows down in Louisiana look on $100 as a big amount. [Laughter.]

Of course, I know that our friends are talking of the old New Orleans when they speak of our inability to handle this proposition. Most of you have visited that city. As has just been told you, the amount of money spent in public improvements is marvelous. We have a moral city. We have located in our city 216 churches, 90 public schools, and 151 private schools, besides a great university. I believe if that great commoner, Horace Greeley, was living to-day, the advice he gave the young man who came to him and asked him where to go to make his fortune, and he told him to "Go West, young man; go West," that would be changed, and he would say, "Go South, young man; go South." We want the people to come down to Louisiana, not to benefit New Orleans particularly. I know that New Orleans will benefit incidentally by having an exposition there; but we want the people of the East and the West, and all parts of this country, to come and see what we have. We want them to come and see the vast number of unimproved acres of land we have there, that they may come and settle and make the South the prosperous country we know she will be.

Now, as to the question of handling the crowds. If there is any city in this country that is accustomed to and capable of handling crowds, I think New Orleans is that city. Along last April, my friends, we had for a week with us the Shriners of the United States in convention assembled. There were 50,000 or 60,000 of them there, and we had them for a week, and any man who visited that convention will tell you what a delightful time he had, and how glad he will be to come back again. Our annual carnival puts us in a position to know how to handle crowds. Every carnival, which runs for about a week, we handle 50,000 or 60,000 people. Something has been said as to hotel accommodations. We have splendid hotel facilities. We have the new Grunewald, the new St. Charles, the De Soto, the Montleone, the Cosmopolitan, and several others. There is no doubt, my friends, that we will have more of them, and you will find some of the very distinguished gentlemen from San Francisco, when we get the exposition at New Orleans, coming down there and investing some of their money to accommodate the crowds that come to New

Orleans. There is no doubt about that, because those men out there are good, sound business men, and they know a good thing when they see it; so when New Orleans gets this exposition you will find lots of money from San Francisco coming down to New Orleans for investment. In fact, only a week ago our dispatches showed that some business men from California had purchased for investment some of our lands. That shows good judgment. I approve, gentlemen. I want you to come and see for yourselves.

I want to file with the committee official statistics—I will not bore you with reading them—as to health conditions in New Orleans, and then sanitary systems of the city of New Orleans. They speak, as I said, about the old New Orleans; they speak about the old open gutters, the open sewers. All that is a thing of the past. In the last five years we have paved 65 miles of streets, and in every one of them the open gutter has been eliminated. I am speaking of what has been done only in the last five years, because as to all of the streets prior to that the same thing applied; the open gutters have all been done away with. We have a magnificent water plant, with a capacity of 65,000,000 gallons, pumping now 18,000,000; a magnificent drainage system, that makes it possible now for New Orleans to build 20-foot cellars. We have the new Grunewald, with a 14-foot cellar, and the Whitney National Bank, with a 20-foot cellar, showing you how different conditions are now from what those who do not love us as much as they ought to, try to make you believe—that we have a city that is unclean, that is unhealthy, and is unfit. Those are not the facts. We have an ideal city. We have a city of 300,000 people who want this exposition, and, my friends, if you knew what this meant for the people of that State, to tax themselves $6,500,000, and then out of their pockets contribute practically $2,000,000—if you knew what that meant to them, I do not believe that there would be a vote in this committee against New Orleans—the sacrifice these people have made, which I do not believe they will ever get back in dollars and cents, or in any way except their city and State pride. We have not got $17,000,000. We have, however, what Congress or the committee said we should have. If I understand the proposition, when we left New Orleans there was a bill pending before one of the committees of the House designating that the city that wanted the exposition should put up $5,000,000. At a suggestion from a member of the committee it was increased to $7,500,000. Our Congressman was asked, "What will Louisiana do? Will they meet that?" That was all we were asked to do, and we are here to tell you that we are prepared to meet the requirements of that bill.

In so far as this bill is concerned, it provides for an exposition to be held at New Orleans under national control. It provides for the appointment of a board of commissioners, to be appointed by the President of the United States, and, in so far as the amount is concerned, the Secretary of the Treasury is to judge and to advise the commission when it has qualified. So, my friends, we have covered every requirement that the committee asked us to, and we are here to ask you this morning to do what the gentleman from San Francisco has asked you, let his bill die, and report favorably on the bill for New Orleans. I thank you very much for your attention. [Applause.]

The CHAIRMAN. Before you take your seat, I want to ask you a question. Gov. Sanders yesterday outlined the circumstances under

which you voted your bond issue of $6,500,000. I would like to ask you, as mayor, what assurance you have that you can dispose of these bonds at par?

Mr. BEHRMAN. We have assurance of two of the leading banks in New Orleans that those bonds will be disposed of at par, and will file with the committee, if you so desire, a statement from these two banks.

The CHAIRMAN. We prefer to have that filed.

Mr. BEHRMAN. I will see that you shall have it.

Mr. MURPHY. What is the difference, if any, between the hotel prices during any celebration, such as the Mardi Gras, and when there is no celebration?

Mr. BEHRMAN. About the time when the Shriners' convention came there was great complaint about overcharges by hotels and restaurants. We made the hotels and restaurants file schedules with us of prices of rooms in the hotels which they would not go beyond. That will be taken care of at every big celebration we have.

HEALTH CONDITIONS IN NEW ORLEANS.

The reputation for unhealthiness which has injured this city in the past, and which still clings to the fossilized mind of some, was acquired in the long ago, and it is wrong to refer to the present in terms fitting only for the distant past. Much of our misfortune, and the persistency of our bad reputation, comes, we believe, from thoughtless allusion, through habit, to conditions correctly remembered but no longer obtaining. New Orleans is in fact an ideal city, almost surrounded by water and continuously fanned by balmy breezes from the lakes, the river, and the Gulf. Its summers are cooler and more pleasant than the same season in cities north of us (deaths from excessive heat being a negligible quantity in our mortality statistics). While the day temperature here may at times be 90° to 96°, there are more summer days at 76° to 90° than may be found in any large city in the valley of the Mississippi. The special significance of a range of 17° on the average between the mean and extreme of our climate speaks eloquently for the comfort and health of this city. The following table of comparison is made from Bulletin 2 of the United States Agricultural Weather Bureau:

Cities.	Mean.	Maximum.	Range.
	°	°	°
Cincinnati	75	101	26
Chicago	68	97	29
New York	70	98	28
New Orleans	81	98	17
St. Louis	76	104	28

Ninety degrees in the shade, unbearable in many cities, is not more than uncomfortably warm in New Orleans. This city enjoys the advantage of atmospheric conditions which admits of great warmth without much discomfort, while the city is far enough south for its winters to be mild, and temperate snow in New Orleans is a curiosity, not seen as yet by the younger members of the present generation. The one time humidity of the city has been relieved by drainage. With the redemption of surrounding swamps, its once dreaded malaria

has progressively diminished and practically disappeared, caused by destruction of breeding places of the *Anophele* mosquitoes.

Relative to morbidity statistics, we seriously doubt if any city of the same size can boast of so little typhoid fever, which never in the history of the city has been epidemic, while infectious and contagious diseases as a rule are of a very mild type. New Orleans has and is still unjustly credited with being a malarious district, but the official figures from the record of the health office refutes this charge, and by so doing proves such statements to be of a vicious and maligning travesty on truth. The following table shows the number of deaths yearly from malaria during the past 10 years. In it are included deaths from nonresidents brought here from all over the State and adjoining States for treatment in the Charity Hospital.

Years.	Deaths.	Years.	Deaths.
1900	195	1905	48
1901	116	1906	39
1902	99	1907	38
1903	81	1908	64
1904	68	1909	44

When a city's healthfulness is being discussed, infant mortality, that unerring barometer, must always be considered, and we proudly invite all interested to scrutinize the following table from official record in the city health office:

Mortality per 1,000 of population.

Years.	Mortality rate.	Years.	Mortality rate.
1900	4.22	1905	3.41
1901	3.30	1906	3.18
1902	3.70	1907	3.67
1903	3.37	1908	3.30
1904	3.43	1909	2.84

That New Orleans death rate has become steadily lowered in the past century is evident from official records offered. A glance at the following figures will show how we gradually emerged from unsatisfactory conditions, and how wrong it is now to refer to the present in terms fit only for the distant past.

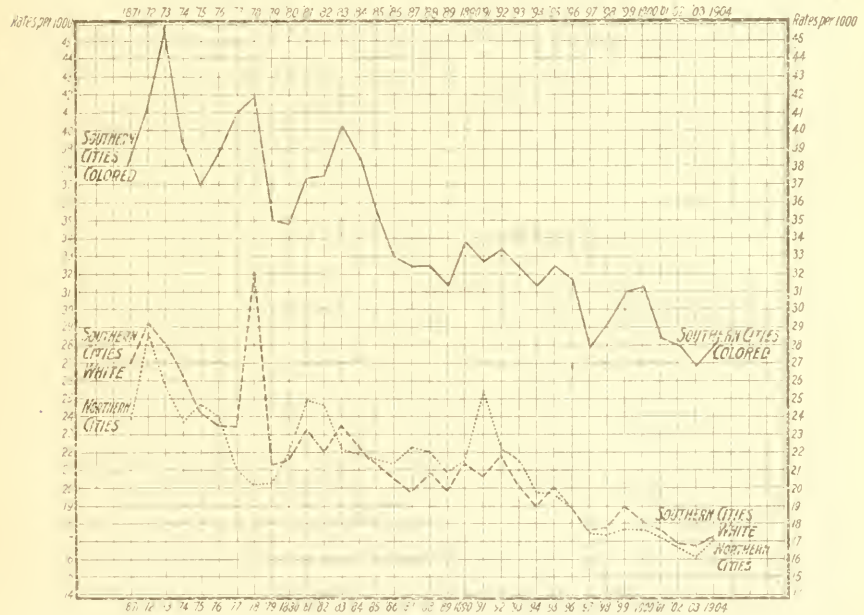
The general mortality rate in the various decades of the past century is presented as follows:

New Orleans general death rate per 1,000 of population.

	Rate.	Death tendency.
Year 1808	45.25	Upward.
Ten years:		
1810–1819	52.95	Do.
1820–1829	48.55	Downward.
1830–1839	63.55	Upward.
1840–1849	51.59	Downward.
1850–1859	60.49	Upward.
1860–1869	40.22	Downward.
1870–1879	37.77	Do.
1880–1889	27.62	Do.
1890–1899	27.05	Do.
1900–1909	21.14	Do.

During the first 50 years the death tendency was sometimes upward, sometimes downward, oftener upward. Since 1860 the tendency has been persistently downward, a phenomenal change; still our commercial rivals are heralding to the world the unhealthfulness of New Orleans.

What a reflection on their judgment, their general knowledge of health affairs, or their integrity. For years New Orleans has claimed, and justly so, that in order to effect a just comparison of its death rate with that of northern, eastern, or western cities the colored mortality should be excluded. The comparison of the gross death rates of different populations may lead to very erroneous conclusions. Comparisons must be made between similar classes, and important facts back of the general figures must be ascertained. The chart below presents the matter in a clear and forcible manner. It is reproduced from an interesting monograph on the general death rate of large American cities by Frederick L. Hoffman, of Newark, N. J., a distinguished statistician.



It will be seen that the white death rate of southern cities for the past 36 years has been about the same as that of northern cities, the expressed lines being interwoven save in two years, 1878 and 1891, the former showing a high mortality for southern cities as the result of an epidemic of yellow fever, and the latter a high mortality for northern cities due mainly to influenza.

Whenever there has been a persistent tendency downward or upward in the North, East, or West, the white population of southern cities has shown a similar tendency. The colored mortality has not only been excessive, but has borne no relation whatever to the white-mortality curve, being on the ascending scale at times when the white mortality was clearly on the decrease. The mortality curve of the city in which they live, is, after all, what interests most people,

as indicating progress or retrogression in health matters and establishing the local average of life expectancy. Improvement in the colored death rate has been retarded by the reckless and improvident ways of the race and their utter disregard of all hygienic and sanitary laws. Several causes must be credited for the city's present low mortality, the great works of public improvement—sewerage, drainage, and a pure water supply—have doubtless contributed in the largest measure. We must remember, however, that the improvement in mortality statistics began before the city ever touched the benefits of these sanitary boons. Other causes must be credited, among them improvement in quarantine methods, excluding pestilence from our shore, enlightenment of the masses in sanitary matters; insuring greater attention to personal hygiene and better care of the household and surroundings.

In 1909, the death rate was—for white population, 15.52; for colored population, 25.24; total, 18.15. And with deaths of nonresidents excluded: For white population, 14.01; for colored population, 22.03; total, white and colored, 16.18.

The general death rate compares favorably with that of other large communities. To the white home seeker "new" New Orleans offers a life expectancy equal to that of the most favored large cities in the world. The huge billows and violent surgings of the past in the mortality curve has gone, never to return; the lessening waves are of lower and lower crest as they approach the near-by shore of perfect health.

STATEMENT OF HON. JAMES O'CONNOR, OF NEW ORLEANS, LA.

Mr. ESTOPINAL. Mr. Chairman, the next speaker will be the Hon. James O'Connor, a member of the State Legislature of Louisiana.

Mr. O'CONNOR. Mr. Chairman and gentlemen of the committee, I come before this committee to add what little one might have to say in addition to what has already been said in behalf of New Orleans as the logical site to hold a great exposition to celebrate the opening of the canal that will marry the two great oceans that wash the shores of the American Continent. I realize, gentlemen, how difficult it is to even glean a field that has been reaped by the distinguished gentlemen who have preceded me. But, just as Ruth commended her Boaz, so may I secure your attention by gathering a few points left unnoted and bring them within your vision.

It is true, gentlemen, that the exposition held in the city of New Orleans in 1884 and 1885 was a failure from a financial standpoint and that that failure resulted in some money loss to the National Government. But the city of New Orleans in 1884 was, comparatively speaking, as unprepared to hold an exposition as she is prepared to hold one to-day, and it is safe to say that if there is a city on the American Continent where an exposition can be held successfully, from a financial standpoint, that city is the city of New Orleans. In 1884, my friends, the State of Louisiana was in the slough of despond. All was lost, apparently, but honor. Stricken by war, by famine, by pestilence, disease, and overflow, she appeared to be tottering to her destruction and fall; but only appeared to be so, my friends, for, notwithstanding the Latin character of the people of Louisiana, they are intensely American and ring true to our highest

ideals. Like Milton, tried at once by pain, danger, poverty, obloquy, blindness, and darkness, meditated undisturbed by the obscene tumult which raged all around him, a song so holy and so sublime that it would not have misbecome the lips of those ethereal virtues whom he saw with that inner eye which no calamity could ever darken, flinging down upon the jasper pavements their crowns of amaranth and gold, Louisiana, in her hour of trial, of misery and of woe, brought out an epic in the history of this country which should be one of the greatest, brightest chapters for our children and our children's children to read. My friends, it was in the night of despair that Louisiana erected that magnificent system of levees with which the famous dikes of Holland can not compare. It was during that awful period, my friends, that we rose to heights of morality seldom attained by any people. We defeated the lottery company of that State, notwithstanding it had offered the sum of $1,250,000 to that State—an amount, my friends, equivalent to its total taxation at that time. Oh, my friends, do you blame a Louisianian when he goes forth and says, "I come from a State which believes that 'rags are royal raiment when worn for virtue's sake?'" We have rung true, my friends, to every ideal held high in the esteem of the American people.

Up to 1898 the total assessments for the State of Louisiana were but $240,000,000. One hundred and forty millions of that was located within the city of New Orleans, leaving $100,000,000 to represent all of the wealth—or all of the poverty—of the rural sections. My friends, in 1884 New Orleans was like a remote South American village. To-day the assessments of the city of New Orleans are approximately what the assessment of the entire State was in 1898. We have the best lighted city in the world, miles and miles of magnificently paved streets and splendid boulevards, river-dock facilities that challenge the admiration of the engineering world, and beautiful parks where nature-loving artists find all that their minds can seek comfort and consolation in. And, side by side with one of these parks are the plains of Chalmette, consecrated forever to American glory and American bravery. And, I believe, it behooves the gentlemen of Congress to so arrange matters that the descendants of Jackson and his heroes and their countrymen may stand with bowed heads, like the peasants on the field when they heard the angelus, and bring back the tender memories of this Republic with bowed heads, and at the same time celebrate another glorious event in the history of this country.

My friends, we have the logical site for that exposition for a thousand thousand reasons, because, stripped of all sophistry, this is an exposition for the American people, North and South America, and we want it almost exclusively for the Americans and those Europeans who will come to us. For I do not believe that even the Californians would wish to have the hordes of the Orient pour in at their gates. We have the logical site, as has been clearly demonstrated here to-day, and we want you to come down and see our Cabildo, where the greatest land transaction in the history of all the world was completed. We want you to come down and see our beautiful, beautiful sugar plantations, and we want all of our countrymen to come and see our rice fields, where the rice bursts into bloom through the rippling waves. We want you, my friends, to come down and

bring your families and your friends and see our orange groves, where grow the juiciest oranges that ever grew. We want all Americans who have ever read Longfellow's beautiful Evangeline to come and see our Teche country, where the oaks and the magnolias interlace their boughs and dream of the days and the nights of Evangeline's forlorn love for her Gabriel. We want you, my friends, to come down and witness our carnival, and you will see a sight which you can see nowhere else on this earth, where the high and the low, the rich and the poor, the great and the small, all come together.

In using the words "poor people" I have struck the chord of a song that I have sung early and late. It is a song that I have sung by night and by day. My father before me, and my brothers who have gone to join him in their everlasting rest, were laboring men, and toiled with their hands. and when I speak for the poor people, not of my city, but of the world, I but answer the cry of my blood; I sing the song of my cult; I sing the song of my creed. If this exposition is worthy of national recognition, it should be in the interests of the masses of the people of this land. That exposition should be located, regardless of the claims of New Orleans or Frisco, at that point where the masses of the people, the poor people, who make up your Army and your Navy, who support your schools and your churches and all your institutions that make for government and civilization—it should be located at that point where the masses, not of my city, not of Mr. Kahn's city, but of your districts, gentlemen, each and every one of you, and the districts of all the gentlemen in the Halls of Congress, can reach it cheaply, comfortably, conveniently, because every dollar of expense put upon a poor man by the act of Congress is an unnecessary tax, and would be rightly so considered by the American people.

My friends, my song is about ended; my theme will shortly die into the echoes. But I can not let this occasion pass without insisting, my friends, as I said before, that higher than and above any claim San Francisco may have, higher and above any claims the city of New Orleans may have—yes, if you will, higher than the claims that both cities taken together may have—rise the claims of the masses of the poor people of this country, because, as Abraham Lincoln, the greatest of all our Americans, said, "God must have loved them, he made so many of them." They are your countrymen, they are your countrywomen, and their rights transcend the rights or interests of Frisco and New Orleans put together. One hundred dollars, as the mayor of the city of New Orleans has said, will enable a poor man to go and see that exposition.

All the people of this great Republic have their aspirations, and the cruelest thing, in my mind, is to educate a man up to the wonders of the earth, to permit him to believe that other eyes feast on the art treasures of the world, to let him read of those things he will never see; and, my friends, if that once comes home to the poor people of this country, that there was an opportunity open to Congress by which they could not only see the historical Southland and the city of New Orleans, with all of its tender associations and recollections—if they once come to the conclusion that it was within their grasp to sail over the Gulf of Mexico and the Caribbean Sea, if they once grasp the idea that they could have gone over the very waters sailed by Columbus and Balboa and Pizarro and Cortez, and because of any action on the part of Congress making those things too expensive they were cheated

out of it, do you expect to have grateful admiration from such people? I say it, and, my friends, I say it from the bottom of my heart, that your duty lies in the direction of helping out the men who, as I said before, have been given those aspirations by common-school education, which it should be the duty of the Government to try to gratify. I remember that one of the relatives I just referred to, who was called, in the parlance of that particular vocation, a stone cutter, had gone to school like myself; that he had his aspirations, and with his friends left New Orleans and went to Chicago on a $10 rate, round trip, and he came back, and that was their talk for years.

So, if I may repeat it, give them the opportunity which comes to people but once in a lifetime—give them this chance to satiate themselves, as it were, with the beauty and the glory that can be unfolded to the mind's eye in the shape of the matchless creations that have come down through all the ages. Give them an opportunity to say that they have not lived their lives in vain. Give them that one great chance in the eventide of their lives, and when the sun is going down on their existence forever, to reflect that this great, benign, beneficent, great, great Government accorded them that wonderful opportunity of attending an exposition in the city of New Orleans, and they will remember, my friends, and probably repeat the beautiful lines uttered by one of the oldest and sweetest, if not the greatest, of singers:

Let Fate do her worst, there are relics of joy,
Bright dreams of the past she can not destroy,
That come in a nighttime of sorrow and care,
To bring back the features that joy used to wear.

Oh, long, long be my heart with such memories filled,
Like a vase in which roses have once been distilled:
You may break, you may shatter the vase if you will,
But the scent of the roses will cling to it still.

Do but this, my friends; decide this point, as I said before, not because San Francisco is competing for it, but decide that it should be located in New Orleans because it is the point where all of the people—your countrymen and your countrywomen—can go, and then you will have done noble things.

Let us do noble things,
Not dream them all day long,
And so make life, death, and that vast forever
One grand, sweet song.

[Applause.]

STATEMENT OF REV. DR. GILCHRIST, OF NEW ORLEANS, LA.

Mr. ESTOPINAL. The next speaker will be the Rev. Dr. Gilchrist, of New Orleans.

Mr. GILCHRIST. Mr. Chairman and gentlemen of the committee, it is my very pleasant experience this morning to give the testimony of a northerner who has enjoyed the delightful experience of a residence in the city of New Orleans for the past five years, and merely to add a word confirmatory to what has been put forth in this very masterly array of facts emphasizing the points which make it desirable for the location of this great exposition in our city.

I have found, during my residence in the city of New Orleans, a people whom I consider to be among the bravest of the earth, because they are a people who have learned to smile through their tears.

Charmed by the almost unending sunshine, they present a cheerfulness of disposition that always expresses itself in a degree of hospitality that arouses within the visitor an earnest and ardent desire to come there again. I have discovered them also a very progressive people. In the development of the city during my apparently short residence there the transformation that has taken place is nothing less than remarkable. All that has been said concerning the ability of New Orleans to handle large gatherings effectively I have witnessed with my own eyes, and I wish to especially emphasize one point that seems to me very significant, as bearing upon the efficiency with which they handle these crowds, that during the last carnival season, when there were assembled together large and good-natured crowds numbering upward of fifty to one hundred thousand people on our streets at one time, after the carnival season was over, it was discovered that not one case of pocket picking was officially reported to the police of that city. That, to my mind, shows the skill and the surveillance of those having in care the protection of the safety and guarding the rights of those who come into our midst.

Of course, there is enough in the experience which one derives in the time which I have resided in the city of New Orleans to give wings to flights of eloquence. I have felt the charm of its gracious hospitality, I have felt the splendid challenge of its rising civilization. I have felt and become intensely interested in what I conceive to be the greatest factor of possibility for the development of a vast region, to contribute to the vast material resources of this country, unsurpassed elsewhere to-day throughout the length and breadth of this great land. I have found the health conditions of New Orleans to be everything that could be desired. In my own family experience, I may say—and I think it is important as bearing upon that which we have to consider here—during my residence I have employed a physician less in my family than during any other corresponding antecedent period, or one twice as long, in the history of my family experience elsewhere.

I have felt, also, something which perhaps lends only a touch of sentiment to what we are considering here, and yet which seems to me to be provocative of interest and presents an inviting aspect to those who might look in our direction, and that is that I find that the perpetual sunshine is reflected in the temperament and the character of the people who will be the hosts of this exposition, if Congress is kind enough to grant it to us.

I beg to say that the climate of New Orleans is eminently satisfactory the year around, and the perpetual sunshine absolutely forbids ever writing what is known as "blue laws," with emphasis upon the color, upon our statute books. Summer and winter I have resided there, the whole 12 months through, and I have discovered that the average temperature during what is known as the heated season is about 80°. In the evening we have the soft, cooling breezes floating over our city from the Gulf of Mexico, tempered by the vast body of waters that surrounds our city, and I have not found living there during the summer to be in the slightest degree uncomfortable. Only twice in 30 years, I believe, the weather statistics show, has the thermometer ever reached as high a point as 100°, and those on two successive days; whereas it was almost my constant experience in the Northern States, New York and New England, and in northern

towns and cities, to find at least once during every summer the thermometer rising above 100°, and only once or twice during my five years' residence there has the thermometer reached 95° in the shade. I believe that the records of the health bureau there in our city will show that not over 12 cases of heat prostrations have occurred during the past five years. These things are important, worthy of serious consideration, in view of the fact that there seems to prevail throughout the North an impression that New Orleans is a most undesirable city to visit during the heated term, which impression, I would like to remove, if possible, by stating to you the results of my own personal experience. These are important facts; they are the specific things which we have to consider in locating a vast enterprise of that sort. I can say, also, that as a result of my five years' experience in New Orleans I know of no city that I have ever visited where one could look forward to a life of permanent residence with greater anticipated joy and satisfaction than the city of New Orleans, and if it thus realizes such a high degree of desirability as a city for permanent residence, it certainly ought to meet every requirement in that regard for the temporary residence enjoyed by those who would visit this great exposition.

I also beg to invite your attention this morning, gentlemen, to another feature which I think is worthy of your serious consideration, and which ought to be presented finally before those who will eventually pass upon the disposition of this problem. It is to be presumed that in locating an enterprise of this sort we ought to be governed by what we believe to be the vox populi—the voice of the people. An exposition is conceived for the purpose of bringing together a practical expression and exhibition of the great achievements in arts and industries, in mechanical inventions, in trade relations, and so forth, and it is our good fortune to be able to present to you this morning for your consideration a map which conveys some very interesting statistics. Craving your indulgence for a moment, I would like to point out to you what is here presented for your serious consideration. These pins each represent an indorsement—a petition from some trade or industrial organization—indorsing the proposition that the exposition should be held in the city of New Orleans. These are over 3,000 in number. They represent something above 12,000,000 people, and it is worthy of observation that, considering the accessibility of New Orleans as the logical point, as we come nearer to illustrating the desire to have the exposition located at the most accessible place, making it a better place for the exhibition of the products which these various organizations would have there on exhibition, those which are nearest are most numerous, and you see that, following the line of a circle which might be drawn, and has been drawn, in order to illustrate the fact that New Orleans is the logical point, that those falling within that radius, as you keep extending it, are the most numerous; and yet, when you come to the State of Pennsylvania and to the State of New York, where you have these clusters of organizations in the various cities, you will discover that the number almost surpasses what we could ordinarily expect, and what we had originally even scarcely dared hope, showing the desire of the great trade centers of the United States of America to have the exposition located at New Orleans as the most accessible and the logical point.

Another interesting feature which it is well to bear in mind is that even from the distant State of Montana, up here in North and South Dakota, away over here in Colorado, and even as far west as Utah, we have these indorsements, and we have the originals of these indorsements here on file, arranged alphabetically, in order to fortify and to give evidence that the assertion which we make and exhibit here by this map is absolutely true.

Mr. NELSON. In Utah you have the indorsement of the church, I presume?

Mr. GILCHRIST. Not of the church. These all represent trade and business organizations.

Mr. MURPHY. You are familiar with these pins, are you?

Mr. GILCHRIST. Yes, sir.

Mr. MURPHY. Are these pins placed on each city and town where the indorsement originated?

Mr. GILCHRIST. Yes.

Mr. MURPHY. I see you have one there from Licking, Mo., which is in my district.

Mr. ESTOPINAL. If you will permit him, I think Mr. Thompson can answer your question.

Mr. MURPHY. I see you have one in Licking, Mo.

Mr. THOMPSON. Mr. Chairman and gentlemen, if you will just excuse me a moment, these indorsements were provoked by our executive committee. Letters were sent throughout the country. No man went into the country; we sent no missionary, but we simply sent letters.

Mr. MURPHY. I say, you have one from Licking, Mo. I wanted to know what indorsement it was.

Mr. THOMPSON. If you will allow me, I will read them to you.

Aurora, board of trade; Butler, commercial club; Butterfield, berry growers' shipping association; Cameron, commercial club; Cape Girardeau, commercial club; Clarksville, Calumet Farmers' Club; Clinton, business men's association; Dixon, Frisco Commercial Show; Duenweg, commercial club; Ferguson, city of Ferguson; Fordland, commercial club; Fredericktown, commercial club; Hannibal: City council, commercial club, North Missouri Millers' Association; Harrisonville, Cass County Fair Association; Hawk Point, business men's league; Holden, 1925 Club; Independence: Commercial club, retail grocers' and butchers' association; Jefferson City, commercial club; Joplin: Commercial club, retail merchants' association; Kansas City: Real estate exchange, city of Kansas City, board of trade, Kansas City Fruit and Produce Exchange, live stock exchange; Kirksville, city council; Koshkonong, commercial club; Lockwood, Dade County Agricultural and Mechanical Association; Manhattan, business men's association; Neosho, commercial club; Parma, commercial club; Peirce City, fruit growers' association; Rich Hill, city council; St. Charles, citizens' improvement association; Savannah, commercial club; St. Joseph, retail grocers, butchers, and bakers' association; St. Louis: Building and Loan Association of Missouri, master painters' and decorators' association, retail druggists' association, the association of master plumbers, business men's association, Carondelet Business Men's Association, cotton exchange, Interstate Merchants' Association, lumberman's exchange, merchants' exchange, The Million Population Club, Missouri Division, T. P. A., Missouri Manufacturers' Association, National Metal Trades Association, real estate exchange, shoe manufacturers' and jobbers' association, South Broadway Merchants' and Manufacturers' Association, West End Business Men's Association, Western Commercial Travelers' Association; Sedalia: Business men's association, Missouri State Fair; Springfield, clearing-house association; Steffansville: Grange No. 307, Grange No. 304; Tilden, commercial club; Versailles, board of trade; Warrensburg, commercial club; Webb City, commercial club; Windsor, commercial club; Wright City, Warren County Fair Association.

I desire at this point to file an index of this map.

The CHAIRMAN. You have the original indorsements there?

Mr. THOMPSON. We have the autograph indorsements from the various organizations.

Mr. GILCHRIST. Just one word in conclusion. Making a statement from personal experience to remove what seems to be a popular impression regarding the undesirability of New Orleans from climatic and health considerations, I wish to say that if 12,000,000 of people gathered together in these various organizations and, located as they are located, all with unanimity voice their sentiment that New Orleans is the most accessible and the logical place, the most desirable place to make their exhibits, it seems to be only a fair and proper inference, and I think does not fall under any charge of being a flight of the imagination, that they voice the sentiment of fully 75,000,000 of the population of this country, because the trades are usually the thermometers or the indices for the expression of the will of the people. It seems to me that this is very impressive and worthy of serious consideration, and as such I commend it to your honorable judgment. I thank you for your kind and courteous attention. [Applause.]

(Thereupon, at 12 o'clock noon, the committee adjourned until tomorrow, Thursday, January 12, 1911, at 10 o'clock a. m.)

(The following were submitted by Mayor Martin Behrman, of New Orleans:)

SANITARY SYSTEMS OF THE CITY OF NEW ORLEANS.

WATERWORKS.

Construction commenced: 1905.
Went into operation: 1908.
Source of supply: Mississippi River.
Waterworks intake: Extreme upper end of city.
System of purification: Sedimentation, coagulation, filtration.
Coagulants: Lime and sulphate of iron.
Distribution system: Four-inch pipes to 48-inch mains; pipes and mains, 510 miles; valves, 4,775; hydrants, 4,900.
Main pumping station: Three 40,000,000-gallon low lift centrifugal pumps, 1 20,000,000-gallon low lift centrifugal pump, 4 23,000,000-gallon high lift pumping engines, 2 150-kilowatt electric generators, 6 400 horsepower water tube boilers, with up-to-date attachments.
Filter gallery: Ten rapid American sand and gravel filters.
Head house: Controlling passage of water to reservoirs and filters and regulating application of coagulants.
Capacity of pumping system: 97,000,000 gallons per diem.
Capacity of filters: 63,000,000 gallons per diem.
Present daily consumption: 16,000,000 gallons per diem.
Pressure, direct: Average in business section, 65 pounds; average in distant points of system, 45 pounds.
Site of waterworks plant: City block 26, or about 70 acres.
Cost of system: To date, $8,000,000.

SEWERAGE.

Construction commenced: 1903.
Went into operation: 1907.
Separate system for sewerage.
Gravity and lift system, discharging into Mississippi River at lower end of city.
Main sewerage pumping stations, operated by steam, 2.
Automatic electrically-operated low lift pumping stations, 7.
Mains, submains, and sewer pipe, 350 miles.
Average capacity of discharge pumps, 80,000,000 gallons.
Present daily discharge 25,000,000 gallons, of which 12,000,000 gallons is under drainage, reducing saturation of soil and atmosphere.
Cost of system to date, $5,000,000.

DRAINAGE.

Construction commenced: 1896.
Went into operation: 1900.
System: Gravity and pumpage and final discharge into tide; level water; low level open and unlined; wood lined; lined and covered; canals and subsurface drains; leveed high level outfall canals.
Stations and pumps: One central electric pumping station, 5,000 horsepower; electrically operated pumping stations, 6; steam driven pumping stations, 1.
Pumping capacity: 5,000 cubic feet per second; equal to 3,200,000,000 gallons per day.
Canals: Open and unlined, 39.3 miles; wood lined, 5.6 miles; masonry lined and covered, 18.8 miles; total, 63.7 miles.
Subsurface street drains: 10-inch to 30-inch terra-cotta pipes, 195 miles.
Cost of system: To date, $6,000,000.
N. B.—The above is giving first-class drainage now; further extensions for perfecting the system and meeting the demands of the growth of the city will be carried forward continuously during the next four years, $5,500,000 having been made available therefor.

COMMITTEE ON INDUSTRIAL ARTS AND EXPOSITIONS,
HOUSE OF REPRESENTATIVES,
Thursday, January 12, 1911.

The committee met at 10 a. m., Hon. William A. Rodenberg (chairman) presiding.

Mr. ESTOPINAL. Mr. Chairman, we are now ready to proceed. I will now introduce as the first speaker Dr. E. B. Craighead, president Tulane University.

STATEMENT OF DR. E. B. CRAIGHEAD, PRESIDENT TULANE UNIVERSITY, NEW ORLEANS, LA.

Mr. CRAIGHEAD. Mr. Chairman and gentlemen of the committee, I think I voice the sentiments of the entire New Orleans delegation when I declare to you that we shall remember to our dying days not only you, Mr. Chairman, but all the members of this committee, largely because I venture to hope for your decision in favor of the logical point, and also because of your monumental patience. You have given us all a fair hearing, and I am sure you are going to give us a square deal.

In the brief space allotted to me I must speak promptly, perhaps bluntly, and if I assail the claims of San Francisco it is not because I hold any prejudice against the splendid people of California, or against their marvelous metropolis. On the contrary, all my predilections are in favor of California. I can not boast that I am a son of California, but my father was one of the Forty-niners and lived a while in California, returned to Missouri via Panama and New York, and all his days he longed to return to California—to that enchanted realm, that realm of romance. I can not, therefore, say anything against California.

We are here to discuss a great national issue, not to witness a fight between San Francisco and New Orleans. There is only one question at issue, and that is the question of conferring the largest good at the least expense upon the largest number of American people. Is this grand conception, gentlemen, to be degenerated into a mere advertising scheme to boom San Francisco or New Orleans, to attract

rich and generous tourists to fill empty hotels and boarding houses with spendthrift patrons, to swell the coffers of railroad magnates? Far from it. If you will pardon me, as I am afraid I will run over my time, I am going to read just for a few minutes what I have to say, making a brief extract from an article which I prepared in reply to the president of the great University of California.

What, then, shall we celebrate? An event of untold significance for the future of Pan America and the world; the accomplishment of the greatest material task ever undertaken on the globe; the most imperious assertion yet made good of man's lordship over all the earth; the fulfillment of the romantic dream of Columbus, grudged by nature 400 years, with the promise and potence of commercial revolution still unimagined and unimaginable; yea, not merely an engineering, but a sanitary achievement of unique distinction and unparalleled importance.

And how shall such an event be celebrated—an event unique and transcendent, the like of which never was before and never can be again? By an exposition under auspices and direction of the United States of America, and representing the interests of all the people of our Union, an exposition to which the civilized world shall be invited, an exposition that shall not merely exhibit and illustrate the triumphs of commerce and industry, but shall set forth in still higher relief the things of the mind, the achievement of science, the creations of literature and art, the progress of humanity in the nobler and immaterial elements of life.

Ten great vessels sail weekly from New Orleans to Latin America, instead of the three small vessels with weekly sailings 10 years ago.

Some skeptic from beyond the Sierras may seek to minimize the foregoing considerations, may scoff at New Orleans as only the future great, and may discount her present hopes by pointing to her past disappointments. But the student of economic history will rather wonder that the Crescent City has maintained her pace and her rank so well under conditions more adverse than ever embarrassed any other American city. For more than a hundred years New Orleans has faced heroically the direst disasters that nature could array against her. Fever and flood and sword have leagued themselves for her destruction. The menace of the Mississippi has been always before her, the scourge of the Tropics has decimated her population, and her streets have been the theater of wars between all nations, but most of all the long agony of reconstruction convulsed her and left her for dead, insomuch that some said "she is dead." While her rivals ran on rejoicing in their strength, she herself was battling for life, smitten of God and afflicted. But even when overwhelmed by the most appalling calamities New Orleans has never for a moment lost heart or wavered in faith in her final destiny.

> In the fell clutch of circumstance
> She has not winced or cried aloud;
> Under the bludgeonings of chance,
> Her head is bloody, but unbowed.

What other city has known in equal degree the contrast of joy and sorrow, of riches and poverty, of victory and defeat?

There was a time—it was a quarter of a century before San Francisco had become even a trading post—when New Orleans was fighting for the control of the great and growing commerce of the

Mississippi Valley. It was then that Jefferson made the prediction that New Orleans would one day become the largest city of the Union, the greatest emporium of the world. Then came the Erie Canal, and with it the marvelous rise of New York and the relative decline of Philadelphia and Charleston. But New Orleans, with her thousands of steamboats plowing the waters of the Mississippi and her tributaries and bringing the products of the valley States to her spacious harbor, continued to grow in wealth and power. She would have maintained her relative importance, and would have kept close on the heels of New York—yea, would have actually overtaken her—but for three things:

1. The building of railways, and especially of the great continental lines, by the help of national subsidies of land. To realize what this means we have only to remember that our Government has granted to the Union Pacific and other transcontinental lines, in land subsidies, a domain vaster than the 13 original States, a domain having now a money value of thousands of millions of dollars. It was the building of these transcontinental lines that brought about not only the premature and fictitious development of the far West, but sealed for generations to come the destiny of New York as the metropolis of the western world.

2. The failure on the part of our Government either to promote the building of railways from North to South or to maintain and develop inland waterways cut from New Orleans the hope even of remaining the metropolis of the Mississippi Valley. And yet she continues to make a gallant fight, continued to improve her harbor, to build steamboats, to clear the channel of the Mississippi and its tributaries, and had even begun to build railroads at her own expense.

3. Then it was that an overwhelming disaster overtook her, sank her people into abject and hopeless poverty, and cut down, suddenly and apparently irretrievably, the proud hope and ambition of a hundred years—I mean the Civil War and the still more direful disaster of reconstruction. Added to the universal horror of the situation, her people and the people of lower Louisiana were compelled, unaided by the National Government, to continue the fight against fever and flood. Where in the history of this or of any other country can there be found a people of stouter fortitude, of sterner devotion to duty, of nobler faith in themselves and in the destiny of their city? Like Rome, Florence, Venice, Paris, London, New Orleans is interesting because it has a great and thrilling history.

Now, at length, New Orleans beholds the dawning of a better day. All her ancient enemies are vanquished finally and forever. She has fought to a finish and to splendid victory one of the greatest battles of civilization, the battle against yellow fever, and in so doing has made civilization in the Tropics not a possibility but an assured fact, and all the world her debtor. Aided by the State of Louisiana, and in recent years by the National Government, she has tamed the river's tide and now sits serene behind her impregnable levees. Peace and good will walk her streets together, and the joy of life blooms richer in her homes than elsewhere on this continent.

New Orleans can not, indeed, like San Francisco, boast of 1,237 hotels and apartment houses expectant of occupancy in 1915. She has not made such ample provision so far in advance for countless throngs of visitors. Nor does she consider one caravansary to every 300

inhabitants a laudable ratio. It may still be well to have an occasional home and not quite to abolish the residence district. But in the matter of entertaining crowds, New Orleans has little to learn even from the largest cities.

But granted that the coalescence of East and West is yet a desideratum, granted that the exposition should be held at the place where "these two great forces in the world's history must be assimilated to each other," one may make bold to assert that San Francisco would be the worst place on the whole earth to attempt such an assimilation. For nowhere else have these two forces met in such sharp and irreconcilable opposition. For years, almost from its beginning as a city, San Francisco—so at least the celestials think—has oppressed and outraged the Chinese. What indignity has she not heaped upon the patient followers of Confucius, even to the shame of cutting off their pigtails! Is it any wonder that the Chinese have sought protection in the Supreme Court of the United States?

Only a few years ago the conflict with the Japanese at San Francisco became so serious that sober-minded men throughout the nation began to fear grave international complications. And who does not know that the argument of Hobson and others for a big navy has been based almost wholly upon the belief that California and San Francisco are liable at almost any time to involve the nation in war with Japan? Upon battleships designed mainly for the protection of San Francisco and the Pacific slope against invading celestials this Government has already spent scores of millions and millions more are still called for.

Indeed, if the exposition were located at San Francisco we could scarcely avoid conflict with Japan. The recent incident at Pasadena would be followed by others far more serious and complicated. San Francisco might finance the exposition, but who would meet Hobson's call for more battleships? There is not, nor ever was, gold enough in the mines of California to build battleships sufficient to protect against these orientals should the war spirit in them continue to be fostered and fomented. Far better for us, heeding the Monroe doctrine and avoiding dangerous complications with either Japan or China, to develop trade relations with Cuba, Mexico, Central and South America. This is what an exposition at New Orleans would do.

President Wheeler represents the western coast as "a mere hem of the continent separated by 1,200 miles of barrens," as, indeed, "a sort of backyard to the Nation" that needs the canal to unite it with the rest of the country. At this point, the great advocate might be left to make his peace with his own clients. But is it possible that California has not yet been united to the Nation? To what purpose then has our Government granted in land subsidies to the Union Pacific and other transcontinental lines a domain vaster than the combined areas of all the States on the Pacific coast? Nor is this all. It is these same continental railways that have made California prematurely the land of the multimillionaires. Truly a great and noble State, a realm of romance, inhabited by a people as bold and heroic and resourceful as may be found anywhere in the world. San Francisco is a beautiful and magnificent city, of which not Californians alone, but the citizens of the whole Republic, may be proud. The Nation, however, has long since discharged its full duty most generously in riveting the far West into union and sympathy with the older civilization of the Mississippi Valley.

What, on the other hand, has our Government ever done to bring Louisiana and the Gulf States, the neglected part of the Union—I dare not use the preempted phrase, "the backyard of the Nation"—into closer touch with the rest of the Republic? How much has the Government given in money or in grants of land to promote the building of railways from North to South, from the Great Lakes to the Gulf? What is the Government now doing to develop our inland waterways, a work that should have been accomplished half a century ago? Must we await another 50 years? Should the great transcontinental railways win another fight and make San Francisco the site of the Panama Exposition, it would mean the temporary, though not the permanent, defeat, not of New Orleans alone, but of the whole South and the great Mississippi Valley; of all the region between the crest of the Sierras and the Allegheny Mountains.

Gentlemen, in 1915 it will be just 50 years after the Civil War, 50 years after Appomattox. When that time comes citizens from Massachusetts, from California, from Maine and New Hampshire, from Florida and Virginia, will gather at some point, and, forgetting forever, I trust, the bitter memories of the past, will remember that we are all citizens of one common country, living under one glorious flag, a flag that floats over not only the vastest and the richest, but the grandest and noblest Republic of the world. [Applause.]

STATEMENT OF HON. TULIO LARRINAGA, A DELEGATE IN CONGRESS FROM THE ISLAND OF PORTO RICO.

Mr. ESTOPINAL. Mr. Chairman, I will now introduce as the next speaker Mr. Larrinaga, Delegate from Porto Rico.

Mr. LARRINAGA. Mr. Chairman and gentlemen of the committee, it is with some diffidence that I come to take part in this matter. I never intended to, but of late I have heard from some of my people, and I thought it was my duty to present some of their views to this committee on the question of the celebration of the opening of that great work, the Panama Canal. I will not, of course, dwell upon the merits of New Orleans, San Francisco, Chicago, New York, or any other city in the United States as the place at which to hold the celebration. Outside of the localities interested in this kind of affairs, there is no matter of sentiment at all. The great majority of the people who are to patronize the expositions are outsiders, so to speak. It is a simple matter of convenience. We will go wherever it would be better, easier, and less expensive to us, and this is the way humanity always moves. So that, as I said before, I am going to speak of the matter only as we view it, from a general point of view, without any regard as to whether San Francisco ought to have it or New Orleans ought to have it.

In the matter of an exposition, I understand, Mr. Chairman, that the whole desideratum is success; and success, to my understanding, is succeeding in getting the people to go there. That is the whole thing in an exposition, for the people to take their exhibits there and go and visit the place. In this we all have had plenty of experience. Everybody knows that outside of the Paris exposition almost every other world exposition has been more or less a failure. Even London has given up holding such affairs as not being paying propositions.

It is easy to understand where the success of Paris comes from. It is not only a large city capable of accommodating everybody, and offering large inducements to science, art, literature, industry, and even pleasure, but because it has the main condition for these gatherings, that it is the center of gravity, so to speak, of the whole civilized world. You can approach it from every point on earth, from the north, east, south, or west, by rail or by steamer. Therefore I believe that the main point with the gentlemen here is, Where would the exposition appeal more to us, the outsiders, and the rest of the world? Where will it be easiest for us to come? A correct answer to those questions will insure the success of it. No matter how much trouble, how much pain, how much money you spend, if it is not in our interest to go there you will not make it a success, and the money and trouble and pain will be lost.

In this particular case the main idea of visitors will be the visiting of that great undertaking, the rendering asunder of the two American Continents, the North and the South, for after the cutting of the Suez Canal, this is the greatest enterprise of that kind ever undertaken; and even a greater one than that were it not for the fact that that was the first one and gave the example. So that our minds are mainly struck with the idea of coming to visit the works of the canal. So, if we find in our way an exposition, we will go there. Expositions for people in general are mainly not a business proposition, but they are advertising opportunities for exhibitors, and, besides, an opportunity to visit a city or a country. I believe that if Cuba belonged to the United States the city of Habana would be the proper place for the exposition. If San Francisco were at the entrance to the canal, if Colon were San Francisco, a great progressive people, a beautiful city, there would be no discussion about it. But we, from the outside, and mainly we from the West Indies, in whose name I may be allowed to speak, will all flock to the Gulf of Mexico to see the works, and after visiting the works not many will be inclined to spend much more time and much more money to see some interesting part of the United States or take there our exhibits. Humanity moves, gentlemen, by the same laws of nature. It has ever been a sorry reflection to make, but it moves almost by the same laws of matter. Individuals may go by sentiment, but humanity as a whole will move by the laws of nature. So that we must in every act in our life, particularly in questions of this nature, study those laws. If we follow them, we should move as humanity moves, as nature moves, toward the line of least resistance. If we follow them, we may succeed; if we oppose them, the chances are that we will fail. Therefore, my humble opinion, at least for us, the people in whose name I speak, is that the exposition should be held somewhere near the Panama Canal works that we are going to celebrate. And, furthermore, I believe that this is not, to my understanding, any local question, any local issue. No matter what may be said, it is a national issue; it is of national importance. The glory of this great highway being opened to the commerce of the whole world will undoubtedly go to this great, glorious Nation of the United States, and you can not change that. [Applause.]

STATEMENT OF HON. JOHN ALLEN, OF TUPELO, MISS.

Mr. ESTOPINAL. It is my pleasure to introduce, as the next speaker, Private John Allen, of Mississippi. [Great applause.]

The CHAIRMAN. The gentleman from the prosperous and teeming metropolis of Tupelo needs no introduction to this committee.

Mr. ALLEN. Mr. Chairman and gentlemen of the committee, I am quite recently drafted into this business, and consequently I am quite sure I will be able to get through within the limit of my time. Of course, I feel a great interest in the exposition and it being held at New Orleans. Now, you take a man who has traveled as I have; I always wanted to go to San Francisco, but it is so far, and there is such a long desert country we have to go through to get there, that I have never been there yet [laughter]; and, consequently, I know there are a great many more timid people, more traveled than I am, who would never undertake it. I listened to Dr. Craighead's remarks, and he mentioned the nearness of New Orleans to the Panama Canal, which is a great consideration. He neglected to mention that New Orleans is within less than 500 miles of Tupelo [laughter], another thing that ought to be very persuasive.

I think, Mr. Chairman and gentlemen, one great reason I have for desiring that this exposition go to New Orleans is that it would be accessible to so many more people, so many more people would attend it, and of course if it is to be of any benefit to the people who attend it, the better it will be. New Orleans is nearer to our Central and South American neighbors, and I think it is a matter of great importance to the United States that we build up commerce with those countries. Another thing is, the South will, in my judgment—and I risk my reputation as a prophet on that—show more development in the next five years than any part of the United States, and I am anxious that the people from all over this country may pass through it and see its wonderful development.

I have nothing in the world to say against the city of San Francisco. As I say, I do not know it well from personal experience. I see my friend, Mr. Kahn, over here, and I will ask him the question that Senator Jones said was asked him when he was in England. He said a large, side-whiskered, full-fronted Englishman [laughter] came up to him on one occasion and said: "Mr. Jones, I desire to ahsk you a question. My company put £100,000 in an enterprise in San Francisco. We could heah nothing from it, we could get no returns, so they sent me over to see about it. I went over and I could learn no more when I got there than when I was over here. So I went to the treasurer and I asked him to show me the vouchers. He said, 'You damned, ornery, side-whiskered English —— of a ——, get out of my office.'" [Great laughter.] Then he said, "Now, Senator, was that regular?" [Laughter.] I do not know from this whether the foreigner gets regular treatment in San Francisco or not. [Renewed laughter.]

Mr. KAHN. It must have been a New Orleans promoter who started that company in San Francisco.

Mr. ALLEN. There is but one serious objection that can be urged against New Orleans from my standpoint. I have been a frequent visitor there in my life. The warm-hearted hospitality and generous treatment that every stranger who goes there receives makes it diffi-

cult for him to get back home as early as he should. [Laughter.] I have had some little experience of that kind myself. I remember having gone home from there on one occasion—I went too directly home; I should have stopped on the way and rested a day or two somewhere. But Mrs. Allen has never been anxious to see me go to New Orleans since. [Laughter.]

I really think, though, the greatest consideration about the whole business is its accessibility to the much larger portion of the American people, its nearness to the canal, and, of course, while our personal preferences are not to govern, probably, I do think it would be of more interest, would be better patronized, and more educational to the people of the United States in New Orleans than in San Francisco. [Applause.]

STATEMENT OF MR. S. LOCKE BREAUX, OF NEW ORLEANS, LA.

Mr. ESTOPINAL. Mr. Chairman, the next speaker will be Mr. S. Locke Breaux, a merchant of New Orleans.

Mr. BREAUX. Mr. Chairman and gentlemen of the committee, the presentment that has been made to you on this question has been so exhaustive it really seems as though there is nothing else for anybody to say. For all of that, it occurs to me that there are one or two subjects that should be amplified and added to, so as to lend emphasis to them. The first that occurs to me is that of finance. The State of Louisiana, under constitutional amendment, voted a tax that will raise a fund of six million and a half of dollars. That provides for the payment of the interest and a sinking fund and a retirement of the bonds. We have the assurance of our financial interests, which will be submitted to this committee in writing, that the bonds will be taken up at par when they are offered for sale. In addition to that, private subscriptions, through the Panama Exposition Co., capitalized at $10,000,000, have been raised to the extent of $1,700,000, so that we have a fund, cash, of over eight millions in hand, and giving us the exposition, there is no question at all that that will be raised to ten millions. Those of us who are interested in this exposition feel that with that amount of money we can do New Orleans and Louisiana proud, and that we can do these United States proud in the national exhibits, and in the world exhibits that will be at New Orleans in 1915.

Another question of finance is the cost to those who will attend the exposition. In that connection, as the celebration is to commemorate the opening of the Panama Canal, it is more than a fair assumption that those who come to New Orleans, or who come to attend an exposition of that character, will also want to go to Panama. So that in figuring the question of cost the major portion of that expense for those who attend has to be taken into consideration. In order to have it of record, as it is a matter of figures, I would ask that these be filed in the record after I have talked of them.

It occurred to me, in thinking the matter over, that the Representatives from Massachusetts, for instance, would be interested in knowing what it would cost the people of that State to make the trip to and from New Orleans as against the possibility of making the trip to San Francisco; and taking Boston as the central point, we find that the distance to New Orleans is 1,576 miles, the approximate

time to get there is 46 hours, or 2 days, and the railroad fare is $37.80. From Boston to San Francisco is 3,375 miles; the approximate time is 101 hours, or 4½ days; the railroad fare is $84.40, and the difference in railroad fare, going one way, under the present rates that maintain, first-class fare, by the standard routes, would be $46.60. Multiply that by 2 and it gives you $93.20. I have not figured in this the Pullman fare or the meals en route, for the reason that we could not ascertain the Pullman fare exactly; but it is a fair assumption that those fares figure $5 a day. That is what we usually pay when we travel in a Pullman, just as it costs a man $3 a day to live on cars. One can hardly get meals for less than an average of a dollar apiece. So that it is easy to see from these figures the margin that a man would have in the lesser trip, not only of time, but of money, would enable him to go to New Orleans and remain there his 8 or 10 days, and come back, and not spend any more money than the actual railroad fare and cost of carriage, meals and berths included, would cost him to go to San Francisco.

If he had it in mind, however, to go to Panama, this difference would be even more marked. I have made out here a memorandum of a trip from Boston, Mass., to New Orleans, Panama, and return, which I would also ask the privilege of filing in the record. That figures as follows: The present railroad fare to and from Boston and New Orleans is $75.60; sleeper, four days—that is, coming and going—$5, is $20; meals en route, four days at $3, $12. Round trip to Panama, six days, meals and berths included, $75. In giving that rate, Mr. Chairman and gentlemen, I am giving the rate as it is to-day. But the United Fruit Co., which runs the line of steamers down there, have indicated that when the time comes they will put on a $40 rate, and they will have steamers making the trip in six days instead of as at present, eight days. So that makes a total, to go from Boston to Panama via New Orleans and return, of $182.60, including all expenses—meals en route, and everything of that kind. In figuring the trip from Boston to San Francisco and return, we would not figure Panama at all, because, of course, that is an impractical proposition; nobody will want to go to San Francisco to get to Panama when, as it is to-day, the present trip down there takes from 21 to 23 days, and the fare is $125 each way. But simply to go to San Francisco, as against the Panama trip, through New Orleans, taking in the expense in going to Panama, seeing the canal, seeing that foreign country, and coming back and getting home would be as follows: The present railroad fare to and from San Francisco and Boston, coming and going, is $168.80; sleepers, eight and one-half days at $5, cost $42.50; meals en route, eight and one-half days at $3, $25.50, or a total of $236.80. The difference in cost of the round trip is $54.20. To that $54.20 should be added the $35 that the rate will be less than it is to-day. So that on that trip, taking the State of Massachusetts as an illustration, there would be a matter of $89.20 in favor of a man making that trip, spending four or five days in New Orleans, spending four or five days on the Isthmus, coming back and going home, and that $89.20 more which it would cost him just to go to and from Boston to San Francisco would give him money enough to spend to have a very good time, because a man can travel, paying his boarding expenses and his eating, as we have it in our city, on a basis of $4 or $5 a day.

In considering this illustration, Mr. Chairman and gentlemen, of course, when the time of the exposition comes the standard rates that I have quoted will be lessened. But I take it that if they are lessened in one direction the same lessening would apply in the other. For instance, from Boston to New Orleans is 1,576 miles. Presumably we have an $18 rate. To San Francisco it is 3,375 miles. In that event you would probably have a $38 rate or a $28 rate. It would, in any event, be more money. Irrespective of that difference, however, the difference of traveling in one direction two days and in another four and a quarter days, going one direction, and doubling that going in two directions, means you could not eliminate the problem of eating eight and one-half days, as against having to feed yourself only four days. So that that element of expense would not be lessened, because it is not of the human probabilities that foodstuffs and matters of that sort will be less four or five years hence than they are to-day.

In getting up these illustrations it also occurred to me that the Congressmen from New York would be interested in the situation, so I took Albany as an illustration, and we find that Albany is 1,455 miles from New Orleans. It is a 40-hour trip if you go through the Cincinnati gateway instead of coming via New York. That means a day and three-quarters at a rate of $36.25. The same trip to San Francisco—that is, from Albany to San Francisco—is 3,170 miles, 93 hours, equivalent to four days, approximately, $79.85, or a difference in our favor of $43.60, again not including the incidental expenses of the trip. When you come to New York City you have relatively the same differential, except that to New Orleans it is 1,344 miles, to San Francisco 3,278 miles, and your difference in our favor there is $46.60.

The same interests, I opine, would apply to the Congressmen from Maryland, whose constituents and whose people would like to attend a world's fair of that kind. From Baltimore to New Orleans is 1,158 miles; to San Francisco it is 3,168 miles. The difference there is $46.50 in our favor.

Taking the Middle West, of which Chicago is a fairly representative point out of Illinois, you have New Orleans 923 miles distant; you have San Francisco 2,371 miles distant. In that trip we get to New Orleans from Chicago in 25 hours, a day's travel; to San Francisco in 71 hours, three days' travel. The difference in money in the railroad fare alone one way is $36.75.

Take Missouri, for instance. From St. Louis, which I have taken as an important point —

Mr. MURPHY. Rolla is the most important point. [Laughter.]

Mr. BREAUX. We took St. Louis because it was nearer Rolla. That is the only reason we selected it. From St. Louis to New Orleans is 706 miles only. We are almost first cousins down there. It is a mighty easy trip to make—only 22 hours, but we call that a day—and the fare at present is $18. But if you want to go to San Francisco from St. Louis it is 2,295 miles, a 72-hour trip, and it costs $57, making a difference of $39 in favor of New Orleans on the trip, one way.

There is a State called Indiana, and it is a fair presumption that the Indianians may want to come to New Orleans, or go to the world's fair, and we are taking Indianapolis as a center. It is 864

miles to New Orleans, a 28-hour trip. And, again, that means only a day, so far as sleeping cars, food, and all that sort of thing is concerned. The rate is $21.15. To San Francisco it is 2,505 miles, a 90-hour trip, nearly 4 days, $62.50 fare, a difference in our favor of $41.35 one way.

We take next Louisville, Ky. Kentucky is also a State that I know is going to be interested in the exposition, and I have personal affiliations in Louisville, and so I know her sentiments pretty well on that. New Orleans is 745 miles, a 23-hour trip, from Louisville. The fare is $19. San Francisco is 2,569 miles, an 80-hour trip, a little over 3 days, fare $62.50, $43.50 again in our favor on the trip one way.

Take Wisconsin, which is a State, I take it, that will be interested. I know a great many of her people have come down into southwest Louisiana into our rice country and have become part and parcel of us. So that if New Orleans gets the exposition she can count on good delegations out of Wisconsin. Madison is 1,015 miles from New Orleans, the trip is a 30-hour trip, a little over a day, and the cost is $25.40. San Francisco is 2,346 miles, which means a 75-hour trip, practically 3 days; railroad fare $59.75, $34.35 in our favor.

Then there is another State that I know will be interested, and that is Iowa. I assume that in these rates, Mr. Chairman and gentlemen, they will do as they always do when they give excursions—give blanket rates out of a certain territory. A great deal of the travel is going to be on excursions. Des Moines is 1,047 miles from New Orleans, and from San Francisco it is 2,030 miles. The trip one way is 31 hours; the trip the other way is 60 hours. The difference in money in our favor is $28 one way; two ways it would be $56.

Then we have Minnesota. Taking St. Paul as the central point, or a point upon which fares will be based, that city is 1,325 miles from New Orleans, and from San Francisco it is 2,255 miles. It is a 38-hour trip to come to New Orleans; it is a 66-hour trip to go to San Francisco. The rate one way is $29.50 to New Orleans; to San Francisco it is $56.75, a difference there in our favor of $27.25.

Now we come to Alabama. Alabama is more than first cousin to New Orleans, of course. Taking Lafayette as a point, New Orleans is only 404 miles. A man there does not have to spend anything for meals, because it is only a 13-hour trip. He can take a sleeper, sleep all night, and pay for breakfast the next morning. The rate of fare is only $12. But when he goes to San Francisco he has to travel 2,698 miles, which means 110 hours, or four and a half days of feeding and sleeper, and this would cost him $62.40 of railroad fare besides. So there he would be advantaged on that trip both ways $100.40, and that would be more money than he would need to stay in New Orleans ten days and have a good time, not to mention the trip to Panama.

Vicksburg, Miss., is another point we feel very close kin to, but so far as the Mississippians are concerned, I do not think I need read this data, because Gov. Noel and Mr. Williams and others are going to say a word for their own State.

In my elaboration of this detail of the Panama trip, Mr. Chairman and gentlemen, which I consider again, I reiterate it is a very important feature of the consideration of this question; I have made a memorandum here figuring the cost of the trip from Albany, N. Y.,

to New Orleans, and New Orleans to Panama and return, and, without reading the detail of it, including every expense it would cost you $175.50 to make the trip; from Albany to San Francisco and return, leaving out Panama, $223.70. That is on the present basis of steamship fare; so that a man from New York and kindred territory, who wanted to come to New Orleans and go to Panama, would find that it would cost him $48.20 less money, and with that low rate that I feel confident we are going to get from the steamship companies it will mean $35 more added to that. I have made this same memorandum applicable to Wisconsin, taking that as typical of the western country, and that also shows a total saving of $60.50.

I have prepared this data, Mr. Chairman, so that it may be in the record, and I believe that New Orleans should be the place at which the exposition should be held, not because it is a case of "We want it because we want it," but we want it because we think we are entitled to it. The showing made, of course, is only for you to pass upon in your good judgment, but from my point of view I do not see how anybody can make a study of the question and not feel that New Orleans is the logical point. I thank you. [Applause.]

Mr. MURPHY. I would like to ask the gentleman one question. You have not prepared the figures from Seattle, Wash.; Denver, Colo.; Portland, Oreg.; and Butte, Mont., have you?

Mr. BREAUX. I did not work those figures for this reason: That, of course, if there is an exposition at San Francisco, the people from that territory will go down there, and the chances are they will not want to go to Panama at all, so I left those out for that reason. If they do want to go to Panama, it is certain they will come over the Southern Pacific and go through New Orleans, which is the proper way to get there. [Applause.]

STATEMENT OF HON. EDMOND F. NOEL, GOVERNOR OF THE STATE OF MISSISSIPPI.

Gov. NOEL. Mr. Chairman and gentlemen of the committee, it has been my purpose to speak to you briefly of the Mississippi Valley people's interest in this exposition apart from those of New Orleans and of Louisiana. The figures that have just been given to you by Mr. Breaux make that speech for itself. His statement shows clearly and conclusively, and if those figures are borne in mind, so conclusively that there is no manner of argument or eloquence can shift the true issue, which is, if the Federal Government is to give its approval and sanction to this great exposition as a commemoration of two matters, one the place, Panama, and the other the time, 1915, the opening of the exposition, it should give it in a way to be beneficial to all of the people, especially to the vast mass of people to whom a day's time and $10 or $20 in money may mean the going or staying away—and the argument is overwhelmingly and irresistibly in favor of New Orleans.

Living in an adjoining State, we have in it a great interest, and every other State in the Mississippi Valley and every other State in the Union, the vast majority of its people, have an interest, as we have, proportioned to the time, cost, and convenience of going to New Orleans and of going to San Francisco. Those are the questions. Are we to consider merely the question of the cost of build-

ings? Ten million dollars or fifteen million dollars will provide a display that will be wonderfully helpful and wonderfully instructive. Then, when we come to the cost, there is material and labor and others matters, of which I will not speak. But shall we consider, in deciding where the Government's approval shall go, how much, in exact dollars and cents, one place or the other can give? Of course, that city can pay the most, that section can bid the most, which can most tax the people to go, to come, and to stay. If that be true, then the exposition shall go to that place which will bear the greatest tax upon the average visitor. But that is not the question, not at all. We want this event, we want this display, to educate whom? The wealthy, who have time and money to go anywhere in Europe or America? No; you want it for the common people, for the poor people. The poorer and the more ignorant and narrow the man may be in his views, the more he may be benefited by an exposition of this character.

As to the question of the United States Government paying for buildings—and that is all it is called on in any event to pay for, a building for its exhibit and for the operation of that building—this great country of ours should be ashamed to do anything less than that, regardless of what might be the wish, or what might be the bid, of any particular city or section. The Government is able to pay it. The Government owes to itself, to its people, to its poor, and to its wealthy that it shall pay for the installation and the presentation of its exhibit and for the cost of the education that it gives to the people of this whole country. In speaking for them, we say now, when we come to look at that, what is the true basis of the decision? It is the educational value to the people of this country and the other countries, embracing South and Central America, whose particular interests lie with us and will be most promoted by the opening of this canal. Do we want to show them the distance across this country, from California to New York, or to the populated part of the United States; or the grand distance around and across the ocean? No. We want to remove from them the question of time, the few hours it would take to bring them here; the question of distance, a few hundred miles; the question of cost, only a few dollars, open to all. It is transportation of persons and property; it is a question of time, of cost, and of convenience, and when we consider these questions, there is but one, and it is the true basis of decision. When it comes to the Government acting for the whole people there is but one answer, one comparison of figures, where they show cost and time and convenience.

As to the people of San Francisco, that they are a great people, that they are a wealthy people, that they are a hospitable people, we all concede to be true. That they are a great people, that they are a people of vast resources, we all concede. If they want an exposition to celebrate any event that is not 3,000 miles away from them they have the right to have it. We might have little to say on that subject. But when they want this exposition, it is for this great portion of the people who live on the other side of the Rockies, and it is for the Orient, to whom they are more convenient, and whose advances they repel in every possible way. We read it in the morning papers, we read it in any papers, and there is the power of the Government trying to overcome the hostility expressed by the legis-

lative department of that State. They desire to repel; they do not desire to encourage. They desire to show those people not how near we are to them, to the orientals, but how far we are from them. We do not desire—at least it is not their desire—to encourage them. But, on the other hand, what about the South? We want their business; we want their commerce; we want more kindly relations.

I have visited San Francisco. I was there about six years ago, just after the earthquake; went over there to a triennial conclave. I have seen New Orleans. I have seen how it could accommodate crowds. I have had personal experience with transportation, and I did not see anything in the way of accommodation for the people who went to the triennial conclave six years ago that could not have been provided in New Orleans. I had just as much difficulty in getting quarters in San Francisco on that occasion as I ever had on any occasion going to New Orleans. And then, when we crossed, a three days' journey, to San Francisco, some 200 people in one train, with one diner, it took two hours and a little over to get to a meal, and I took one meal a day rather than stand six hours in line in order to get something to eat. On one day it was even worse than that. After we left Ogden, somehow we missed the diner, and it was from night until 3 or 4 o'clock the next evening before even the children could get anything to eat that the families had not provided and carried with them. You can not diminish distance; you can not level mountains. But those things have to be accounted for in looking to visits of this sort. Many thousands and thousands of people in the United States had counted on going to Seattle, just like myself. I did not think there was any question but that I would go. But when the time came I did not see where I could give two or three weeks to go. It would have brought hundreds of thousands out but for the distance and the time they would have to be gone; and it is likewise with San Francisco.

Now as to the East. My friend over there, Mr. Scott, lives in a city of equable climate summer and winter. They say it is all alike, except for the rain and the drought—a beautiful place, a beautiful city. But what of the heat? You go from San Francisco down there and they shut down the transoms and the windows of the cars in order to keep out the blistering heat, 115 in the shade, and it certainly felt it, the hottest I ever felt. [Laughter.] They have an ocean breeze to cool you off, and then a land breeze that just simply blisters you. I had some kinfolks in the city of San Francisco. Three families of them had gone out to Fresno right after the Civil War. Some of them had prospered there, and in the farming interests they were among the largest in that section. I wanted to go down to see them. I was talking to a friend of mine, a lawyer, and he gave me the same information I had received before. He said: "You won't find one there. Nobody stays there who can get away." He said: "The heat is terrific. If you went to Fresno City you would never come West again. I advise you to stay away." He said: "Actually, down there it is something like 120 in the shade, and they have never found paint that would hold on a house."

That has been my personal experience. Just the hottest weather I ever felt on earth was in California; the hottest places I ever felt in America—I did not know there were any so hot. I do not mean to slander San Francisco or Pasadena. But it is the getting there. You

have to go over alkali plains, over mountains, through sheds that keep off the snow in winter and then are kept in summer and keep the smoke and fumes in the cars, so that they have to keep the ventilators closed for 40 hours. That all means great inconvenience. We could go to any part of the United States easier, cheaper, than we can around there, and with less inconvenience, and there would be a greater number to go.

We ask on behalf of Mississippi, I think, just as all the other States of the Mississippi Valley do, that those whose needs are greatest, those whose ability to go is least, those to whom a few dollars and a few days may mean an opportunity of a lifetime, or may mean their remaining in their secluded and their benighted condition—we ask that all who are poor, we ask that all the country people of this country of limited means and of limited opportunity shall be afforded an opportunity at that place which is speaking for the exposition which will give to them the place of freest and cheapest and quickest opportunity of visiting and of being benefited by it. [Applause.]

STATEMENT OF HON. JOHN SHARP WILLIAMS, SENATOR ELECT FROM THE STATE OF MISSISSIPPI.

Mr. ESTOPINAL. I have the honor of introducing the Hon. John Sharp Williams, Senator elect from the State of Mississippi. [Great applause.]

Mr. WILLIAMS. Mr. Chairman and gentlemen of the committee, some great man once said—I have forgotten now who it was; it may have been Sir Isaac Newton, it may have been Lord Bacon, or it may have been John Allen, of Mississippi, but it was some one—that if you could get a division along the lines of personal interest concerning the law of gravitation there would be two parties and two schools formed at once, and both would be equally in earnest, and some on either side would be willing to die as martyrs to the great cause, and that there never had been any party lines upon the subject of the law of gravitation simply because nobody had any interest in denying it.

Mr. Chairman, when I look around me and see my friend Kahn with that pleasant and somewhat unreal face, and my friend Theodore Bell, who is taking this thing seriously, I am astonished, I am astounded at the audacity of human efforts. [Laughter.] Some things are so easy, so ludicrously easy, that they become pathetically difficult, and that strikes me on this occasion. It seems to be so easy to demonstrate that New Orleans is the right place and that San Francisco is almost an unthinkable place, except for the magnificent manhood and womanhood that happens to inhabit it, that it is hard to argue. Anybody knows that two and two make four, but if you ever find anybody who does not know it, it is awfully hard to get upon a plane of mutual understanding. [Laughter.] You may think it is something as easy as falling off a log, and yet I have never known anybody who could fall either gracefully or easily off a log.

I have heard but one good argument for San Francisco, and that was that it is a wonderfully situated city. It is. You would think, first blush, you could take any place upon the surface of the earth and go to any other place from it in one direction by not going over half the circumference of the earth. But you can not get to San Francisco from anywhere, hardly, in the civilized world, without going over

half of the circumference of the earth. [Laughter.] If you were to have any exhibits from Europe, they would have to come over 12,500 miles to reach San Francisco. If you are going to have any exhibits from South America and Central America, while I am not good at figures, the distances are simply immense. They are a little bit over half the circumference of the earth, too, except right on the Pacific coast, in old California down, and in that direction.

Then I have heard it said, when San Francisco first dawned upon you it was a picture of beauty. That is true, and that is true of almost any place upon the Pacific slope. But the reason of it is that after you are through crossing those alkali plains, shut up in the cars, taking the heat when the windows are closed, and when they are open taking the alkali dust, when you will blister, any place will look almost as good as the Promised Land did to Moses after he had passed through the Wilderness. [Laughter.] I stayed in San Francisco a little while once, and I was astonished as I grew used to the place to see how much less beautiful it seemed to be than the first time I saw it. I happened to wake up there when it was the first thing I had seen that was green since I had entered the plains.

Mr. Chairman, it is easy enough to talk over all these things you have been talked to death about, I suppose, already, but I do not want to take up your time inflicting figures upon you of one sort or another. But this one thing strikes me as a thing to be considered. I believe the center of the density of the population of the United States is a little place in southwestern Indiana. It is about 500 miles from New Orleans and about 2,500 from San Francisco. If we are to go upon the idea that the center of the density of population furnishes you a good basis from which to calculate and average the number of people who can attend the place, it will be five times easier for them to go to New Orleans than it will be to go to San Francisco, and if the fare to San Francisco were cut down to half a cent a mile for the round-trip ticket it would be more than the average American citizen could afford to pay. It would be about half, by the statistics, of what the average American earns in a year.

Of course, I know that my friend Kahn does not care particularly about this. He is entering into it in pretty much the same spirit that he once made an eloquent speech in behalf of a bill of mine that I introduced and subsequently regretted. [Laughter.] He would do most anything to be good natured if his folks wanted him to. But my friend Bell is in earnest, and thinks, or thinks he thinks, there is some reason why San Francisco should have it. [Laughter.] When it comes to the creature comforts—and they are not to be despised—there is no place in America ahead of New Orleans. New Orleans not only is the chief American city at mixing things and cooking things [laughter], but it is almost the only American city. And, by the way, my hoarseness now is largely attributable to the fact that I sat up late last night losing my voice trying to persuade men who had never come in contact with it not to participate too freely in the hospitality of New Orleans. [Great laughter.]

Now, Mr. Chairman, so much for the people who attend the fair. Are you going to have any exhibits at the fair if it is held in San Francisco? Methinks I heard yesterday evening or this morning that the San Franciscans were not asking the Government to appropriate any money for an exhibit. Let us not be deceived by that,

Mr. Chairman. You and I remember when Buffalo got her exposition, and we remember that there was to be nothing. But there was something later on, and there always will be, and of course the United States Government is going to pay for its exhibit. San Francisco is not going to pay for it, and, as I understand, that is about all New Orleans is asking for. [Applause.] I think it would be better to put it in the fore part of the bill and have done with it at the jump, instead of holding it back for some subsequent day, when the argument would be made that it was unworthy the prestige of this great Government to let San Francisco or California bear the expense of her exhibit, and for guarding those exhibits, and all that. If you are in earnest about that, it seems to me you do not want Congress at all. If you are just going to give this thing anyhow, the United States not to pay for its own exhibits, why not just go and give it by yourselves? [Laughter.] You might start an opposition exposition on your own hook out there. So much for the people attending. Let us see about the exhibits. Are any exhibits coming from Europe? I have forgotten the distance, but it is some 3,300 miles from London to New Orleans, and I believe it is some 15,000 miles from London to San Francisco, more or less. One of the funny things about San Francisco's celebrated situation is that God has so configured the continents that you can not go to San Francisco directly by water from anywhere under the sun. To land in San Francisco you have to go over halfway round the earth to get over what would be one-fourth around the earth as the bird would fly. The expense of getting the exhibits there is a thing, I take it, to be considered, and the disadvantages of San Francisco with respect to European exhibits are palpable, plain, and obvious. As to the South American exhibits, except those that come from the Pacific coast—Chile, Peru—where they have a natural geographic advantage for San Francisco, the great majority will go from Atlantic coast or Central South American countries, where you will meet with precisely the same difficulties.

When you come to the oriental exhibits, San Francisco has a natural advantage. But that advantage is, I expect, more than counterbalanced by the unfriendly feelings, about which I am not criticizing California at all—I rather sympathize with it—but the unfriendly feeling between her people and the people of the Orient, a feeling that does not exist with regard to New Orleans. I feel, Mr, Chairman, as if I owed somewhat of an apology to you and the committee for taking up even this much time by repeating, I take it, what you have heard before from nearly every man who has been upon his feet. But I have thought that I ought to show the interest that my people are taking in this matter. All down in the Mississippi Valley they are very intensely interested in having this great exposition at New Orleans. Somebody said, I think it was Jim Hill, that if you would start a barrel from Chicago it would roll to New Orleans. The great Mississippi Valley is the artery of this country. The seat of future empire of the world will be that country situated between the Alleghenies and the Rockies, the great central valley. There will be attached to it, incidentally, or accidentally, places that are more or less beautiful in consequence of contrast between them, places you have to pass through to get to them. But they will be mere incidents and accidents as long as time goes. I thank you, Mr. Chairman. [Applause.]

The CHAIRMAN. The committee was in hopes we would be able to finish the hearing this morning, but Mr. Broussard and Mr. Estopinal inform the chairman they still have several gentlemen to present to-morrow morning, and we will have another meeting.

Mr. KAHN. Mr. Chairman, so many misstatements have been made to the committee that we of California would like to be given an opportunity, after the hearings on the part of the supporters of this bill have been had, to refute some of those statements.

The CHAIRMAN. Very well.

Gov. SAUNDERS. On behalf of the New Orleans delegation I desire to state that we have no objection at all to the gentlemen being heard, only reserving the right to close the discussion.

The CHAIRMAN. That is the practice that prevails.

Gov. SAUNDERS. I would suggest to the chairman, therefore, that I do not think we have any speakers for to-morrow.

The CHAIRMAN. Could you intimate about how much time you would like to have, Mr. Kahn?

Mr. KAHN. I think one forenoon would finish it absolutely, but we would like, and I think it would be only fair, to allow all of the men who are to speak in favor of this bill to first be heard, in order that we may then take all of the statements that have been made to which we take exception and answer them, and then if they desire to be heard in reply to our statements, of course they could go on again. That would be fair.

Gov. SAUNDERS. We have no more speakers, except in rebuttal.

Mr. KAHN. I understood from the chairman of the committee that Mr. Broussard mentioned that several other speakers would be heard.

The CHAIRMAN. So I understood from Mr. Broussard. That was the impression I gathered from what was said to me.

Mr. KAHN. If there are not any more speakers, we are ready to proceed to-morrow morning. If there are any more, we would prefer to have them heard.

The CHAIRMAN. Then be here promptly at 10 o'clock to-morrow morning.

Mr. ESTOPINAL. I understand that we will have an opportunity to be heard again, if we so desire?

The CHAIRMAN. To summarize and close; yes.

Mr. ESTOPINAL. I wish to file this telegram in the record as an answer to an inquiry that was made by one of the members of the committee on yesterday. I understand the inquiry was made by the gentleman from Missouri, and this is the reply:

Indorsement from Licking, Mo., received from Clay County Grange No. 196. Signed John P. Morrison, secretary.

(Thereupon, at 12.05 o'clock p. m., the committee adjourned until to-morrow, Friday, January 13, 1911, at 10 o'clock a. m.)

COMMITTEE ON INDUSTRIAL ARTS AND EXPOSITIONS,
HOUSE OF REPRESENTATIVES,
January 13, 1911.

The committee met at 10.30 a. m.

The CHAIRMAN. The committee will be in order. We will now resume the hearings.

Mr. ESTOPINAL. I would like, gentlemen of the committee, to offer a statement, just before the opening of the gentlemen from California, from Mr. Broussard and from Gov. Saunders. It will take but a few minutes.

STATEMENT OF HON. ROBERT F. BROUSSARD.

Mr. BROUSSARD. Mr. Chairman and gentlemen of the committee, I merely want to say to the committee that I understand that there will be introduced into the Senate to-day a proposition to amend whatever bill may come out of this committee and pass the House relative to the celebration contemplated by the proposition which has been presented to this committee in regard to this celebration, by a naval display to take place at Norfolk, Hampton Roads, to which all the nations of the world are to be invited to participate.

In so far as the Louisiana people who are here representing the New Orleans side of this proposition, and in so far as the delegation from Louisiana in Congress are concerned, I would like to state that we should be very glad indeed if this committee sees fit to amend the bill under consideration now by including such a celebration as will be suggested in the amendment that will be introduced into the Senate. We are thoroughly in accord with it and hope that this committee may see proper to amend the bill making New Orleans the point for the celebration of the Panama Canal by having such a proposition as will be outlined in the amendment introduced into the Senate to-day. That amendment includes not only the naval display, as I understand it, but a military display in the capital here, and of course we are in accord with that proposition as well.

That was the only purpose I had in view. I shall not deal with the merits of this controversy, but merely wanted to make this statement to the committee that we were perfectly satisfied if the committee saw fit to make such an amendment to the New Orleans bill. Thank you.

STATEMENT OF GOV. SAUNDERS, OF LOUISIANA.

Mr. ESTOPINAL. Gov. Saunders would like to make a statement.

Gov. SAUNDERS. Mr. Chairman and gentlemen of the committee, on yesterday Mr. Kahn asked that any statement that might be made for Louisiana in this matter be made before they argued their case, which is perfectly just and proper. They ought to be in possession of a full knowledge of where we stand.

On behalf of the company having in charge the celebration of this event in New Orleans, I desire to make this statement: Our position from the very beginning regarding governmental aid has been that we believe it to be the duty of the Government to make such appropriation for exhibit purposes as the Government itself may deem fit and proper.

We understand, however, that there is some objection to the Estopinal bill on the ground that it carries with it a million dollar appropriation for a governmental exhibit. If, in the wisdom of the committee and this Congress, it desires to strike that portion of the bill out, we will acquiesce in that with this distinct understanding, that we do not believe or in any way admit the principle that the Government should not pay for its own exhibit; nor do we in any way, shape, or form bind ourselves not to ask for the Government to make such an exhibit. We want to make that statement, Mr. Chairman, in justice to ourselves and in justice to the committee, and in justice to our opponents who will now follow us.

Our position has not changed, nor will it change in this matter, no matter what may be the action of the committee, whether it strikes out the appropriation of a million dollars or not. We think that this Government, wherever an exposition will be held, should bear the expense for its own exhibit. If it is held in San Francisco, we certainly will expect every member of Congress from Louisiana to vote for a governmental exhibit there.

The CHAIRMAN. Now, Mr. Kahn, I will ask you to take charge of the San Francisco side of this proposition and to designate the men who are to address this committee.

Mr. KAHN. Before I do that, I want to make just one observation, if the committee please. I want to say that Mr. Bell, who will open for San Francisco will be here almost any moment. The statement of my colleague, Mr. Broussard, reminds me of what has been done by the city which he represents all the way along in this matter—tagging along after San Francisco's first acts. On yesterday I had the honor to introduce in the House of Representatives a resolution empowering the President to invite the nations of the world to send warships and rendezvous at Hampton Roads; thence to proceed to the Panama Canal and its opening, and from there to San Francisco. So, once again, New Orleans is tagging along behind San Francisco.

A bill has already been introduced into the House of Representatives. I am not feeling in good health this morning. I have been under the doctor's care for some days, and I am not prepared to-day to make an argument before the committee, but I hope to be able to do so to-morrow.

STATEMENT OF HENRY B. F. MACFARLAND, OF WASHINGTON, D. C.

The CHAIRMAN. Mr. Macfarland, the committee will hear your statement now. This is Mr. Macfarland, formerly Commissioner of the District of Columbia.

Mr. MACFARLAND. Mr. Chairman and gentlemen of the committee, I appear this morning as the chairman of a joint committee of the Chamber of Commerce and the Board of Trade of the City of Washington—the two civic organizations representative of our citizenship. The Board of Trade did not act upon the proposition which I am to present until last night, which is the reason it has not been presented before; but I am now in a position to present it in a preliminary way, and to ask for a further hearing. This is in the nature of a notice as to our proposition. The proposition which has been recommended by this joint committee and adopted by the two civic bodies, and

which has the indorsement of our citizenship, is that there should be in the city of Washington, the National Capital, the seat of the Government of the United States, and the official residence of the ambassadors and ministers of the foreign governments, first, an official celebration of the opening of the Panama Canal, which is, of course, an entirely governmental affair; that to that celebration the foreign governments should be invited, and that our Government and the foreign governments should participate in a celebration which should be on a dignified and impressive scale.

The CHAIRMAN. Have you outlined the character of the celebration that you desire?

Mr. MACFARLAND. I was just about to say that we have not done so in detail, but that we are prepared to do so, or shall be prepared to do so in a very short time, and we desire to offer the suggestion, together with the rest of our proposition at this time, and then to have the opportunity to present the matter in detail later.

Now, the rest of the proposition is this: At the same time there should be opened here a governmental exposition of the history and resources of the United States. First, by the National Government, which could avail itself of the three new buildings; that for the Department of State, that for the Department of Justice, and that for the Department of Commerce and Labor, which are already provided for, the sites purchased and the plans authorized, to be erected on the eastern side of the White House park and to be completed in 1915. In these buildings could be exhibited, for example, the great documents of our history which are in the Department of State and which would be in the new Department of State building, and a general exhibition of the history and resources of the United States, which, taken in connection with the great exhibit of our history and resources always here, and up to this time not fully seen by anyone, in the National Museum, the Smithsonian Institution, the Library of Congress, and so on, which would constitute the National Government part of this exposition. Then invitations should be given by the National Government to the States to provide exhibits which should become permanent in a permanent building, on land to be set aside by the National Government for the purpose, preferably in the Potomac Park, near to the President's house and these departments to which I have referred, where the States would have permanent exhibits of their resources and industries.

Mr. NELSON. Is this to be a substitute for the pending bill, or supplementary to the exposition at New Orleans or San Francisco, whichever it may be?

Mr. MACFARLAND. We propose that that shall be considered as an independent proposition, although we have nothing but the kindest feeling for both New Orleans and San Francisco. We are not here to antagonize New Orleans or San Francisco, either one, but we believe that the opening of this governmental work should be celebrated by ceremonies and governmental exhibits in the National Capital. If industrial expositions are to be held in New Orleans and San Francisco, we trust they may be highly successful; but we believe this is a governmental affair, that it is a celebration of the greatest governmental engineering achievement in the history of the world, and that it should be held here.

We have suggested—of course this is all subject to the approval of Congress, and to the approval of the Executive—we have suggested that the very opening of the canal might be made from this capital; that there being complete telegraphic connection with the Canal Zone, the President of the United States could press the button here which would actually open the canal there. Afterwards, any ceremonies that are desired can take place at the Panama Canal, and afterwards an exposition can be held in San Francisco or New Orleans or both. In connection with the celebration here we suggest that the Army and Navy shall participate in procession; that there may be an assembling of ships, national and international, at Hampton Roads, which, if desired, could proceed to the Panama Canal and proceed thence to New Orleans and San Francisco as well. We are presenting this as an independent proposition. We wish New Orleans and San Francisco well, but we are presenting this as an independent proposition for a governmental celebration, a governmental exposition by the National Government and by the State Governments, which exposition should remain permanently in the National Capital, and we should be very glad to have a further opportunity at the pleasure of the committee to present the matter more in detail.

Mr. CULLOP. Do you think it is good business policy for the Government to have its exhibits divided into two or three different shows over the country?

Mr. MACFARLAND. We hold that the governmental celebration and governmental exposition should be in the city of Washington. We assume that in any event the National Government would do no more for an industrial exposition at, for example, New Orleans or San Francisco, than it did at the industrial expositions at Chicago and St. Louis—that is to say, for a Government building and a Government exhibit; and that will be a very small affair compared to the great exhibit which will be had here.

Mr. CULLOP. In other words, a person who wanted to attend this exhibit would have to make a trip to three or four different places to see it?

Mr. MACFARLAND. No; it would only be necessary to make a trip, as far as the governmental exhibit is concerned, to the city of Washington. After that he could go to the industrial expositions elsewhere.

And, moreover, sir, the exhibitions of the foreign governments would naturally go to the industrial expositions and not to the city of Washington. Here we have now a great exposition in the governmental departments and in the Library of Congress and in the National Museum; a great exposition which can never be seen anywhere else. Nothing but small samples have been sent or could be sent to industrial expositions elsewhere. This is the seat of government; this is the permanent place of these great national exhibits, and all that we ask is that the people shall be invited to come here with the opening of the new buildings to which I have referred, with a formal arrangement of the exhibits of history and resources, so that the whole people may see them; and then the industrial exposition, which is an entirely different matter, will attract them to San Francisco or New Orleans, or both.

Mr. CULLOP. For instance, this is to be inaugurated for the purpose of showing the various resources and progress of the United States; and the citizen out in the interior of the country or near the center of population, which is nearly a thousand miles to the west, would have to travel east a thousand miles to see part of it, then if held at San Francisco he would have to travel back across the continent and he would cross it to see the other part of the exposition; or if in New Orleans, then to the south. You don't think for a moment that an exposition of that kind could be made a success, do you?

Mr. MACFARLAND. I have no manner of doubt, sir, that the governmental exposition at the city of Washington would be a great success, nor do I doubt but that an exposition at San Francisco or New Orleans would be a success, or both places. The citizen in the heart of the country would have to travel to San Francisco or New Orleans, and as he goes home the journey to Washington is a matter of a few hours at the most.

Moreover, citizens of the United States greatly desire to come to Washington, and would not, I think, consider it a hardship to make the extra trip.

Mr. CULLOP. You don't think that they or anybody attending an exposition should be required to attend two or three different cities, do you?

Mr. MACFARLAND. I am not proposing that, sir. The governmental exhibits will be here in any event. The Government could only send samples, as it has in the past, and it can send nothing else but small samples to these expositions. But here are exhibits now which the great majority of the people of the United States have never seen, which they ought to see, which, doubtless, they desire to see, and all that we suggest is that this shall be organized so that they may have the opportunity in connection with the celebration of this great governmental event, which is not local, but national, and which should be celebrated in the National Capital, and the capital which is international in the sense that it is the seat of the official residence of the ambassadors and ministers and the place of communication with their governments.

The CHAIRMAN. Of course, the expense of an exposition of that kind would have to be borne entirely by the Government, would it not?

Mr. MACFARLAND. The expense, in our view, would not be great. The buildings to which I refer for the Department of State, the Department of Justice, and the Department of Commerce and Labor, in which a special exhibit can be arranged, are to be constructed anyway. There would be no expense on that account. The invitation to the legislatures of the States for the construction of permanent State buildings here might well be made at any time, and would involve no expense to the National Government. The citizens of Washington are ready to bear whatever expense may be necessary for the incidental work of the organizing of this proposed governmental exposition. But it need not involve any considerable expense. We do not ask for any local appropriation. We put it entirely upon the national and the international plane, and regard it as a matter for the Government of the United States distinctively.

Mr. CULLOP. Why not ask to have the entire exposition, industrial, as well as that you have spoken of, here at Washington? Combine them all in one.

Mr. MACFARLAND. That we do not desire, and we are entirely willing to have an industrial exposition at either New Orleans or San Francisco, or, as I say, at both. The purpose we have is purely national and governmental. The Government of the United States and the government of the States in connection with the official celebration which we think can most appropriately be held in the national capital.

Mr. CULLOP. One other question, please. Don't you think it would be more successful, or the success of it better assured, by having it all combined in one?

Mr. MACFARLAND. We have no doubt, sir, as I have said before, that there could be a success here in the National Government and State government exposition and a success in the industrial exposition at either of the places named, or at both.

Mr. CULLOP. Don't you believe it would be more successful to combine the three in one?

Mr. MACFARLAND. They can not be combined, sir. You can not take the seat of government to New Orleans or to San Francisco. You can not take the National Museum to New Orleans or San Francisco, and all you can possibly have is what was out at Chicago, St. Louis—something of the same sort—and that could be done in any event. That exposition is permanent and ready to be sent to any exhibition that desires it. Here, sir, we have exhibits that can not possibly be taken away from Washington and which could appropriately be shown in connection with a national and international celebration here. We should be glad, Mr. Chairman, to have the committee consider that we have presented the proposition and then that we should have opportunity later to supplement what we have said.

WASHINGTON, D. C., *January 14, 1911.*

Hon. W. A. RODENBERG,
Chairman Committee on Industrial Arts and Expositions,
House of Representatives, Washington, D. C.

MY DEAR SIR: As chairman of the joint committee of the Chamber of Commerce and the Board of Trade of the District of Columbia, I respectfully request that you ask the action of your committee upon the following proposition which, if favorably considered by the committee, may be embodied by it in a bill or resolution as may seem best to its wisdom; namely:

First. That provision shall be made for the appointment of a commission to prepare for a celebration by the United States Government, in which the governments of foreign countries shall be invited to participate, at the city of Washington, of the opening of the Panama Canal, with appropriate ceremonies, and, in connection therewith, an exposition by the National Government of the history and resources of the United States, utilizing the new Government buildings already authorized by Congress, and for expositions of the history and resources of the several States, in buildings to be erected by the States on land to be set apart for that purpose by the United States within the District of Columbia, said State buildings and exhibits to remain permanently.

Second. That the States be invited to erect such buildings and make such exhibits.

Third. That the National and State governmental expositions thus to be provided be opened at the time of the opening of the Panama Canal.

Fourth. That appropriation be made sufficient to defray the expenses of the commission in the preparation of the proposed celebration and governmental expositions.

Very respectfully, yours,

HENRY B. F. MACFARLAND.

STATEMENT OF HON. THEODORE A. BELL.

Mr. KAHN. I take pleasure, gentlemen, in introducing Mr. Theodore A. Bell, formerly a Member of the House of Representatives from the State of California, who will present San Francisco's case to you.

Mr. BELL. Mr. Chairman, and gentlemen of the committee, it is very difficult indeed for any man to assume the task that I have assumed—that of presenting the great cause of the metropolis of the Pacific coast—without feeling the difficulties of that task and realizing that perhaps it is not within the power of any one man to fully and properly present that cause.

I have always found it very conducive, indeed, to the final settlement of such great questions as this to agree with an opponent as far as it be possible, in order that the real issues of the case may stand out so clean-cut that those upon whom the duty of deciding the matter must fall may clearly understand the questions to be determined.

We want to agree with our brethren from the South just as far as we can. We believe in them. We believe in that great land to the southward that they represent. We understand the local pride that has aroused their zeal and enthusiasm, and has made them very able exponents of their home city. We concur with them that the opening of this new waterway, this connecting link of a new, great ocean highway that will girdle the globe and revise the map of the world, ought to be celebrated, not only by the American people, but, likewise, by the nations of the entire world. We concur so far with them.

We do not concur, however, in their views as to the kind of celebration it ought to be. Neither do we agree with them as to the point where it ought to be celebrated. It may not be a matter of great moment as to who originated the idea of celebrating this event in a fitting manner, but inasmuch as our brethren from the South have taken some pride in claiming that it was their initiative that gave to America and to the world the idea of a celebration, we believe that it will do much to clear up their minds if we supply the absolute proof upon the subject.

We have said that as early as 1904 the business men of San Francisco, the business men of California, served notice upon the world, served notice upon the East and the South, upon New Orleans and the State of Louisiana that we would claim the right to celebrate, upon the soil of California, the opening of this canal, and at the same time celebrate the four hundredth anniversary of the discovery of the Pacific.

Mr. Chairman, I hold in my hand a periodical published in June, 1904; giving an account of a State dinner under the auspices of the promotion committee of California, at which Mr. R. B. Hale, one of the leading business men of that State, the acting president of the Panama-Pacific International Exposition Co., now here in Washington in charge of this fight, said:

> Nineteen hundred and thirteen was the date chosen in order to allow time for the completion of the Panama Canal, and in commemoration of the discovery of the Pacific Ocean 400 years before by Balboa. It is also essential for San Francisco to speak early if she desires the honor of celebrating the opening of the Panama Canal that all other enterprising cities may know that the occasion is spoken for.

This antedates the claim made by our friend from Louisiana by two or three years, and I therefore must challenge the statement made to this committee that Mr. Hale at this dinner referred solely to the celebration of the discovery of the Pacific Ocean. We have agreed that this celebration ought to be given by the people of this Nation for the people of this Nation and all the other nations of the world. We come down to the square question which can not be evaded, which can not be avoided, and any man that knows the temper of the American Congress knows that it can not be avoided, as to what sort of an exposition shall be given.

I desire to point out to this committee the very radical distinction that exists between the exposition that we propose at San Francisco and the exposition they propose to hold at New Orleans. They differ in every essential. There is a radical distinction that must be determined before any other questions are considered in connection with the exposition, and that is simply whether you, recognizing the fact that the people of California purpose to give a great exposition in 1915 in commemoration of those two great events, shall be accorded the courtesy at the hands of Congress of a request to the President to extend a cordial invitation to the nations of the earth to participate. On the other hand, our friends come here from New Orleans asking what? An exposition to be given by New Orleans and Louisiana and participated in generally by our States throughout this Nation and the nations of the world? No. They have not one single dollar that can be used for such an exposition as we intend to give in the city of San Francisco in 1915. I have laid upon your desks files of certain papers. Among those papers you will find copies of two amendments to the constitution of the State of Louisiana. One of those amendments, the first one, provides for a tax upon the property of that State for the purpose of raising $4,000,000, levying three-eighths of a mill upon the property outside the parish of Orleans and six-eighths (double the amount) upon the property within that parish.

The second amount provides for a further tax of two and one-half million dollars, and the entire burden of that tax is laid upon the property owners of New Orleans, within that parish.

It is in this second amendment that they change their original scheme, and instead of providing that the six million and a half of dollars shall be paid into the treasury of that State and thereafter disbursed in conjunction with the exposition company, they authorize a private corporation, organized in that State for exposition purposes, to issue six and one-half million dollars of bonds, redeemable in 50 years, bearing 4 per cent interest. And does the State of Louisiana pledge its credit to the redemption of those bonds? No. It simply pledges this special tax of six and a half million dollars for the redemption of the bonds. That is the collateral security that is given; and the pledgor, the State of Louisiana, absolutely makes no further guaranty. It goes further, and says that the interest that accumulates, 4 per cent during this entire period, until the bonds are finally retired, shall be borne by the people of the parish of Orleans. That entire burden is placed upon them.

Now, when can this exposition company—this corporation of Louisiana—when can it issue its bonds to get the money to hold the expo-

sition? If you will refer to the second constitutional amendment you will find this language:

In order that the tax authorized to be levied by the constitutional amendment proposed by two acts of the regular session of the General Assembly of the State of Louisiana for 1910 may, when ratified by the qualified electors of the State, be made available for the purpose of constructing an exposition to commemorate the opening of the Panama Canal, the World's Panama Exposition be, and is hereby—

Now, here is your authorization through your constitutional amendment to this exposition company to issue these bonds:

When, and not until, the Congress of the United States shall designate the city of New Orleans as the location for an exposition commemorating the opening of the Panama Canal.

"When the Congress of the United States shall designate New Orleans as the location for holding this exposition." Now I say this, and I believe that my construction is correct, and I have good reason to believe that my interpretation will be concurred in by the Representatives in Congress from the State of Louisiana—that not one single dollar of that six and a half million dollars will be available for that exposition unless Congress creates a Government exposition at New Orleans.

If rumor is correct, an action has been begun, or is about to be begun, for the purpose of testing the question whether or not nearly all of this burden shall be loaded upon the shoulders of the Parish of New Orleans. They can not collect that tax and they can not issue those bonds until this Congress does what? Inaugurates an exposition at New Orleans. The initiative must be taken by Congress, calling their exposition into being.

And further than that, it is stated here by a representative of New Orleans that they have raised a million or a million and a half dollars in subscriptions—and right here I want to express my surprise that in a city where, confessedly before this committee, a hundred dollars looms up as a fabulous sum, a sum that might make Crœsus himself sit up and take notice—that the slight difference between a million dollars and a million and a half is to be simply waived aside. It is a million or a million and a half. They start with six and a half million and then they say that it is seven and a half million, and one of them, with an overplus of zeal, which I pardon, says eight million. And before they get through, by the process of the snowball going downhill, it has been raised to $10,000,000.

But my point is this: It has been admitted to this committtee that these subscriptions for the New Orleans exposition are in the form of promissory notes, and those notes are conditional notes. In these obligations there is written a condition that they shall not be payable until Congress shall designate the city of New Orleans as the exposition city. So that unless this Congress sees fit to assume the burden—unless this Congress wants to give birth to an exposition that in my judgment must be nurtured, must be protected, must be guarded, must be supported, must be carried on to success, especially in a financial way in the payment of its liabilities and obligations; that unless this Congress is willing to assume that responsibility, New Orleans is not in a position to take this great fair, because she has not one single dollar that can be paid in if she takes the initiative and gives the exposition herself with only incidental recognition by the United States Congress.

I believe that you will not underestimate the great importance of that. Because if you call into being an exposition and if the aggrieved taxpayers of New Orleans succeed in establishing the invalidity of the tax, or, on the other hand, if anything should occur by which this sum down there should be jeopardized and become unpayable, you will be morally and legally bound, under the terms of the Estopinal bill pending before the committee, to pay the debts of that exposition, to see that its awards are made, and that every single dollar of debt is wiped off its slate, just as you went to their rescue in 1884–85, when it required $1,350,000 out of the Treasury of the United States in order that the honor of the city, in order that the honor of the State, and the greater honor of the Nation might be sustained in the eyes of the civilized world.

What is our situation—and in my judgment this is the meat of the whole situation, because it is primary; it is vital; it is essential; it is a thing that this committee must determine before hotels and railroads and questions of population, trade, and commerce are considered by the committee. The people of the State of California, by a vote of more than 3 to 1, decided on the 8th day of last November that they would tax themselves in the sum of $5,000,000 for an exposition at San Francisco; that that sum should be collected during the next four years at the rate of a million and a quarter dollars per year.

I have submitted to you a copy of the constitutional amendment of the State of California, which you will find in your files, and you can not find a syllable, one word, that, by implication or otherwise, makes this tax upon the State of California dependent upon recognition or indorsement of any character at the hands of the United States Government. That tax will be paid in. It is for exposition purposes and is to be used for the exposition without recognition upon the part of Congress.

Further, on the 15th day of last November the people of the city and county of San Francisco, by a vote of 20 to 1, authorized the issuance of $5,000,000 of bonds for exposition purposes. I submit to you a copy of this charter amendment of San Francisco, and there is not a word there that makes a dollar of that money dependable upon action by Congress.

I go further—the exposition company of San Francisco held a mass meeting in the Merchants' Exchange, and the merchants and business men of San Francisco and the State raised in two hours' time over $4,000,000, a record that has no parallel in any similar financial transactions of the world. Since then that amount has been increased by bona fide subscriptions to the sum of $7,500,000. It is not in the form of conditional notes. There are no conditions attached to those subscriptions. They are made for holding an exposition, and nothing can be read into them to make them dependent upon congressional recognition.

Mr. CULLOP. I would like to ask you a question, as you are discussing the legal question. Each of these amendments, as I see them here, provides for the levy and collection of a tax and on condition that an exposition is held at a certain point—one in New Orleans and the other in San Francisco. Suppose this exposition is by the act of Congress provided, part of it held in the city of Washington or Hampton Roads, and the other part in either one of those cities. Could not any taxpayer then bring a suit and

successfully enjoin the collection of the tax under either one of these constitutional amendments because the very purpose for which it was adopted was not carried out in having the exposition where the constitutional amendment provided?

Mr. BELL. You are quite right in the application to the condition existing in New Orleans. Their bonds can not be issued, as I have pointed out, until the Congress of the United States designates the city of New Orleans as the location, and until that occurs it would be impossible, under their constitutional amendments, to levy the tax or to issue the bonds if another exposition should be held at the same time as the New Orelans exposition. But if you will read the California amendments you will find that there is not a word there, there is not an implication, there is nothing that can be read into any of these amendments that makes these levies contingent upon congressional action or designation by Congress.

And I say that is to me an overshadowing consideration, a vital question that must be determined by this committee before collateral questions are considered.

Mr. CULLOP. Then it is your contention that the tax could be enforced under your constitutional amendment if Congress took no action at all toward an exposition?

Mr. BELL. Yes, sir; and the tax in San Francisco—the bonds can be issued and marketed without any action by Congress. The subscriptions to the stock of the exposition company in that city can be enforced without congressional recognition, but our brethren from New Orleans are not in that fortunate position.

They are circumscribed in this matter by certain limitations, and it is up to this committee and to the Congress of the United States to meet those limitations before they may go ahead.

Now, the statement has been made here that New Orleans will be ready with over $10,000,000 if Congress enacts this Estopinal bill, and designates the city of New Orleans. I do not know exactly what the subscriptions are in New Orleans, but I will take them at the amount figured on. A million and a half dollars, which added to six and a half million will make $8,000,000. Now, they tell you that if you will designate that city as the exposition city, they will immediately raise $2,000,000 more. Well, every dollar of their million and a half is contingent upon congressional action and if they have $2,000,000 more in sight why not sign it up on the same terms? If men are awaiting down there in New Orleans, awaiting word from the United States Congress that you have fulfilled this provision of their constitutional amendment to put up $2,000,000, why don't they write the same notes, the same obligations that the other men have who put up the million and a half?

I was a little surprised and a little sorry to learn how big $100 looks in New Orleans. It is enlarged to the most wonderful proportions, and I was inclined to discount the emphasis that was placed upon that sum by gentlemen before this committee; but I find that they are in full accord with their people at home and that public sentiment there as reflected by the newspapers amply bears out what has been said in regard to the size of a $100 bill in the State of Louisiana and in the city of New Orleans.

I read here in the Times-Democrat, of January 6, 1911, published in New Orleans, the following statement:

Through the efforts of Messrs. Colo Dano and Wogan, well-known local architects, who have been particularly active in behalf of the subscription campaign conducted by the ways and means committee of the World's Panama Exposition Co., another $100 was added to the general fund. The subscription came in the form of a note——

Now, when they say that New Orleans is a city of some note they hit the right chord. [Laughter.]

The subscription came in the form of a note, signed by the firm of J. J. Clark & Co. (Ltd.), of 1111 Julia Street.

You know that word "limited" takes on a new meaning when you read it in connection with this munificent subscription to the fair.

I wanted to find out for my own satisfaction, without unduly interfering with someone's else business, just who this firm was, and I am glad indeed to say that they are a very creditable firm. Their standing in financial and business circles in New Orleans is A No. 1. They are a firm of great respectability, and I would like to know just how long it is to take at the rate of $100 from a respectable firm like this to raise the $10,000,000 that they intend to have for this exposition. "It took the efforts of Messrs. Tala Dano & Wogan, well-known local architects, who have been particularly active."

I congratulate them. [Laughter.]

Mr. COVINGTON. Before you leave, Mr. Bell, the amendments to the constitution of California, I would like to ask this question. There is another provision in it that I would like to ask you to explain. After the provision creating the issuance of the bonds and the authorization to turn them over to the Panama-Pacific International Exposition, I find that there is a further proviso that that money shall be covered into the treasury of the State of California, and that it shall only be paid out by act of the legislature. Now, I should like to ask you, if, assuming a change of sentiment in California, and the well-known legal proposition, which, of course, you recognize, that no mandamus or other peremptory order of the court can bind a legislative body—assuming that the Legislature of California declines, say, in 1913, 1914, to make or to pass the proper act directing the method by which and the terms and conditions upon which money shall be drawn from the State treasury, how can that money as a matter of fact be gotten out of the State treasury? This amendment provides that it shall go into the treasury. It shall only be taken out by proper acts of the legislature. Assuming that a future legislature in California declines to pass the necessary acts, how can that money be gotten from the treasury of the State of California?

Mr. BELL. Now, this money, of course, has been voted by the people of that State for the purposes of an exposition. The same amendment to our constitution provides a commission of five members, of which the governor shall be one, and shall appoint four others, to take charge of the disbursement of this money, and it was put there for the purpose of safeguarding and having a supervisory control by the legislature, acting in conjunction with the commission and in conjunction with the corporation in San Francisco, to pay out these moneys. But, Mr. Covington, I can not imagine a case such as you picture. It is impossible for me to imagine such a case. Suppose that this money were voted by the people of that State for road

purposes, as we have just voted $18,000,000 for the construction of State highways in California, paid into the treasury to be disbursed by the legislature. Can you conceive of a legislature in California that would so willfully disregard the vote of the people, the objects for which the money was raised, as to sit obdurately in the halls of legislation and say, "You can not have the money for this exposition, which the people of the State, not we, have voted to give you." And I will undertake to say whether mandamus be the proper remedy or the wrong remedy, I will undertake to say that there is enough spirit in California to insure those appropriations, first; and, secondly, that the people of California would find ways and means, if a legislature of that character were ever found in that State, to enforce those appropriations.

Mr. COVINGTON. I am not questioning, Mr. Bell, the good faith of the people of Cailfornia. I am looking at this from its cold, legal aspect, and asking you to explain that. The provision for the cost of an exposition and a good roads movement are two widely different things. I simply want to know how you feel about the absolute liability of the people of California to get that money out of the treasury, as a legal question.

Mr. BELL. This is the provision:

That the legislature shall pass all laws necessary to carry out the provisions of this act, including the times and the manner in which and the terms and conditions upon which money shall be drawn from the State treasury by said commission.

It is not intended by this constitutional amendment to place plenary power in the hands of the legislature to control this fund, but merely to give it a kind of supervision and control, acting with the commission appointed by the governor.

Mr. CULLOP. Mr. Bell, I would like to ask you a question. The amount to pay the sum appropriated is to be collected by taxation levied from year to year. It will probably extend over a period of 20 years——

Mr. BELL. In California?

Mr. CULLOP. I suppose so.

Mr. BELL. No; a period of four years; a million and a quarter a year, beginning this year on the assessment roll of July 1, 1910.

Mr. CULLOP. Supposing the legislature at the end of the fourth year or the last year refused to pass the law, complying with the requirement of this constitutional amendment?

Mr. BELL. The legislature does not levy this tax, but the State board of equalization, a ministerial body of the State of California, must make this levy, and being a ministerial body, if they should decline to make it, of course mandamus would lie to make them perform the act.

Mr. CULLOP. But the legislature is to pass the law or the act providing how the money shall be disbursed.

Mr. BELL. If you will turn to page 2 of the amendment you will find:

And provided further, That the legislature shall pass all laws necessary to carry out the provisions of this act, including the times and the manner in which and the terms and conditions upon which money shall be drawn.

Assuming that the money shall be appropriated, but giving this supervisory power to the legislature.

The CHAIRMAN. That gives them absolute control over the money.

Mr. CULLOP. Suppose some legislature would either repeal the act or refuse to make the provision?

Mr. BELL. Suppose the legislature should absolutely refuse to pay this money?

Mr. CULLOP. Yes.

Mr. BELL. Of course, I understand that, being a legislative body, you could not get the process of the court, but I say this—that you are painting a picture there that it seems to me is most unlikely.

Mr. CULLOP. I am only painting one that does occur very frequently in legislative bodies. [Laughter.]

Mr. BELL. One in which the people themselves have voted to tax themselves, raising a sum for a specific purpose and the legislature has refused to provide the machinery for carrying out the will of the people—where is that? In Indiana.

Mr. CULLOP. Oh, in a great many States.

The CHAIRMAN. We have it in Illinois. The twenty-million-dollar waterway bonds, for instance.

Mr. CULLOP. They have it in Kentucky, where they have been trying to bring them into the Federal courts to levy the tax and they have declined to do it, even after the people have voted it and there has been a legislative enactment. There are a number of places where that has occurred. Suppose that condition would arise? People change their minds. Suppose that condition arises; how would you collect that?

Mr. BELL. If the legislature would not make that appropriation, there would be no legal method by which you could compel action, but I undertake to say that there will never be a legislature meet in the State of California—I know that State better than I do these other States you have mentioned—that would be so recreant to its trust and not responsive to the public will and refuse to do that which the people have directed and appropriated the money for. And I will undertake to say this, gentlemen, that if you were to examine the facts in every case where you say they have been confronted by a recalcitrant legislature, that you will find that there were some questions involved probably that are not involved in the case of California, the giving of this exposition. But, Mr. Chairman, I shall permit the gentlemen of the committee to thrash that out among themselves.

Mr. COVINGTON. Mr. Bell, just one question. I do not wish to destroy the thread of your argument. You do admit, as a lawyer, do you not, that if a campaign were made in California in which the issues directly raised were against the payment by the legislature of any more money and that a legislature elected should be averse to the disposition of any more of the funds, that that legislature's action in refusing to disburse those funds would be final, do you not?

Mr. BELL. That it would be final as to the members of that present legislature.

Mr. COVINGTON. That is what I mean. That if a legislature is elected in California at a future date, under this provision, upon the issue which should refuse to appropriate by proper enactment the required funds to carry out the terms and conditions provided here, that for the life of that legislature until the next one assembled the fund would be held up?

Mr. BELL. I think that would deadlock, that sort of thing; but does it not strike you that if we were to harass our minds in the consideration of questions like that, that remote objections of which abundance can be brought, and I am not going to take the time to bring them as applied to New Orleans—the contingencies that may arise there—that you never would make any progress? You never in the world could undertake a project that would extend into the future over a long period of years. No bond issues of any State would be safe, and all sorts of things might occur. Gentlemen, I shall pass right over that, because I believe that there are weightier questions to be determined here.

We have come to this one point, Mr. Chairman, where we have in our minds the very radical distinction between these two proposed expositions. That situation has not been met by the gentlemen from New Orleans. They have simply said to you that, "when we raise $10,000,000 in New Orleans, that ten million will go just as far as $17,500,000 in California." I am willing to admit that statement as a whole, that when they do raise $10,000,000 in New Orleans it will go as far as $17,500,000 in California, because from present appearances they never will raise that amount.

But they undertake to say here in the most general way, and these questions can not be decided by generalizations not founded upon facts given to this committee, that the cost of living, that the cost of labor, that the cost of building material in San Francisco is 60 to 70 per cent greater than in the city of New Orleans. They submit absolutely no facts. And I want to say to this committee that they can not present any facts to sustain that contention. They don't undertake to support their propositions. If it be 60 or 70 per cent over the cost of living, the cost of material, and the cost of labor, why not say that the cost of living in San Francisco is so much greater than in the city of New Orleans or the cost of labor and the cost of material? No. I don't know how cheaply gentlemen live in New Orleans and Louisiana. I have never been there, except to pass on one occasion through the city, but I will undertake to say that the well-fed people who live in fair comfort in New Orleans and in San Francisco expend about the same amount in the cost of living.

Some of these gentlemen have been to California and some have not and they have varied recollections as to their trip to that State, but they could not pass through that State without knowing that with her millions of acres of arable and cultivatable land and fertile soil that California lays down before the people of that State, raised upon her soil, the things that would make up a feast for those that live in the greatest luxury in the whole world. There are her fruits; there are her grains; there are her berries; there are her vegetables; there are her fish; there are her wines—which we ship great quantities of to New Orleans, and which I think very often has the effect of regaling in these gentlemen the fine spirit of fellowship that we saw exhibited yesterday afternoon and at the reception of theirs held the night before—our meats, our beef, our mutton, our pork.

So far as comfortable, yes, even luxurious, living is concerned, where the greatest epicure of the earth might be surfeited, California stands self-sufficient, and I challenge the gentlemen from Louisiana to show that even this great State of theirs can provide for

the creature wants or the comforts of mankind the things produced in our State.

Those are the things. We have our own coal upon the Pacific coast; our own electric power to light the humble homes of that State, because over in those great Sierras of ours are the waters that can be harnessed to furnish the light and the power for the world. And our natural gas, our petroleum—we have everything that is needed in the home. And then, you come to me, where nature has filled our laps with her bounties to the very overflowing, and tell me that it costs a man more to live in the State of California, where nature has been more generous and kind than it has down in Louisiana, where—with all deference to these gentlemen, their pride, and their zeal—the things that mankind has gotten from the soil have been wrung from the land and nature overcome.

Now, pass on to the cost of labor. Why, they come here and they put upon the record of this Congress the greatest indictment against the laboring classes of New Orleans and Louisiana that has ever been spread upon the records of this House. They hold up the cheapness of their labor. Oh, I can see now why it is that the working men of San Francisco alone have been able to deposit in their savings banks more money than in all the savings banks of Louisiana, and I may go further and say the entire South. You have these figures before you, and I will call them to your attention.

Cheapness of labor. Labor is not measured by the wage it receives. It is measured by its efficiency, and efficiency means intelligence, energy, skill, and I will undertake to say— and I desire all through this argument to proceed with good will and good fellowship, and to say nothing that will go down here to come back to vex us in other days, because we are all of one country—but I will undertake to say this: That there is no comparison between the efficiency of the laborer of San Francisco and the State of California and the laborer of New Orleans and Louisiana.

I do not wish to elaborate upon the social and economic and industrial conditions that exist down there, nor to exaggerate in the slightest degree the havoc that climatic conditions play in the efficiency of labor—and the presence of another race. But if you will lay down the efficiency and the output of a laborer in San Francisco side by side with that of a laborer in New Orleans and Louisiana, I will undertake to say that the real cost of labor down there in that section is as great as that of the labor in our State.

Do they expect by holding up to us a picture of cheap labor in Louisiana to induce the people of the country to go there? I will tell you that you can not get away from a natural law that tells you and me that really the standards of living, the standards of education, the standards of business life, commerce, and trade after all will be measured absolutely by the wages of the laboring man.

Now, cost of material and cost of building in San Francisco. Has the governor of Mississippi, whose address I enjoyed very much and to which I shall later refer more particularly, even after he got out of the snowsheds of the Sierras, forgotten what he saw along that line on the way to San Francisco? Those great cement plants of ours. We have cement in our State in abundance. Have you ever gone up into that great redwood belt, into which railroads are now being built, whose redwood is shipped to every section of the world? Ah,

but you say: "You may have the lumber, you may have the cement, but you haven't got the steel." No; but we brought the steel in. I don't know the cost per ton of structural steel in San Francisco and New Orleans, but I do not apprehend that you are going to put up very many steel buildings anyhow in New Orleans for this exposition, but you will find that the cost of material in California will be no greater than it is in Louisiana.

There are the three propositions which we challenge asbolutely and say to the contrary that from every natural standpoint, gentlemen, there is no difference in the cost of living, the cost of labor, the cost of material with us to any appreciable extent.

That disposes of one phase to my mind of this subject, although before I leave the question of labor I want to call your attention to a sheet that I had the pleasure of preparing, showing the comparative banking statistics. We find our total savings deposits in San Francisco are $153,792,186.05. The total savings deposits in New Orleans is $16,856,783.49. In other words, the people—and those who deposit their savings in these banks are nearly all wage earners. The wage earners there have deposited $153,000,000, we will say, as against $16,000,000.

Now compare the situation of Louisiana and California. We have in Louisiana—I can not just turn to it, but that is submitted for your consideration—we have in California total savings deposits of $281,000,000 as against the total savings deposits of the State of Louisiana of $21,000,000. These statistics are given and taken from the report of the National Monetary Commission in 1909.

Mr. Chairman, I feel almost like begging the pardon of this committee for dwelling so long upon this point, but it seemed to me that it was of such great importance that perhaps this whole question will turn upon its statement. I have sat here and I have very patiently indeed listened to the representatives of New Orleans. I have taken copious notes, but I find that there is a mass of repetition, the same thing stated in different ways, and I have attempted in my own mind to block this thing out in its large phases. I would like in my argument before this committee, if possible, to rise to a plane of argument in keeping with the national and international character of this great exposition, and so I am going to take these questions that seem to stand out, to me at least, as the most prominent in the arguments you have listened to.

I turn to the question of nearness to the center of population. When I started from my home in California on the 21st of November and came into the Middle West and to Washington, that was the thing that was presented to me as the one great argument—accessibility—upon which New Orleans depended, and I want to reply to that. I am not going to theorize. If we have any exposition history here that will throw light upon this question of nearness of population, let's take it. Facts should count.

I remember the story about the fellow that started a concern to sell chewing gum to China with its 400,000,000 souls. As he promoted the enterprise, he said, "Now, we will go down there, and if we can get every Chinaman to chew gum, there is absolutely nothing to it." But they didn't all chew gum.

Of cource if you can get your millions within a thousand-mile radius of New Orleans to go to the exposition, all right. They will swell

your attendance to great proportions, but it does not make any difference if a billion people live within that 600, 700, or 1,000 miles if they don't go. Now, gentlemen, as practical men, how are we to determine that these people will go. The broad statement was made here that you must give it where they can go, where they ought to go and where they will go. I congratulate these gentlemen upon their wisdom and discretion in never appealing to the exposition history of the United States, because that exposition history of the United States, beginning with Philadelphia in 1876, down to the present time stands out here absolutely as a refutation of their argument that has been emphasized before this committee. The only way in the world to determine whether or not the people will go to the South to an exposition or will go to the West to an exposition is to take the lamp of experience, and every wise man will be governed by that light. Let us see what they have done in the past, because when we find what the masses have done in the past, what impels them to do this or that, or to go here or there, then we may approximately figure at least what they may do in the future. We have had an exposition down in New Orleans. It was inaugurated on the 10th day of February, 1883. It was given under the joint auspices of the United States, the exposition corporation at New Orleans, and the Cotton Planters' Association of America. It is admitted here that it was a failure. I do not believe that anyone desires to speak unkindly of the fact that that exposition was unable to repay to the Government of the United States that which it borrowed, $1,000,000, and I have the act here. There can be no doubt about it. In order to be absolutely fair to these gentlemen, I will say that that loan was not to be repaid, except out of the profits or the assets of the exposition, and then the United States Government was to have the first call on those profits or those assets. The United States having the first call and never having gotten a dollar back, we can draw but the one inference, that when the exposition was over it had neither profits nor assets. There may have been causes at that time that operated against that exposition that do not exist now, and, gentlemen, I have called attention to that fact.

But let us pass on. We come along to about 1903 or 1904, and our friend Maynard over here from Virginia, there in the neighborhood of Jamestown, conceives the idea that the movement of the people of the whole world would be to Jamestown. We will excuse him, while I am talking, if he desires to go. He conceives the idea that the landing at Jamestown from the Old World should be celebrated by that great event. And what does he do? Well, he comes to Congress, and he buttonholes first this one and he buttonholes that one, and he gets a wedge in, and he says, "Only just give me $250,000 now and that is all we want." Finally the boys say, "We will do it, but we are sick of expositions, but that is all it will cost and so we will start it." And so we had an exposition at Jamestown. Now, I do not want to speak disrespectfully of the dead. It is very irreverent. Time went on, and Maynard came on with his winning smile and seductive manner and they got away with $1,067,000 from Congress, and before he got through he had gotten from the Treasury of the United States over $2,000,000, and some of it was a loan, and they did have something left down there, because I know that Maynard paid back $102,000 out of the $1,067,000 that he borrowed from the

Government of the United States. Now we have had those two. They may say the New Orleans exposition was away back when the South was just emerging from the reconstruction period, but here was the Jamestown celebration in 1907, when the South had become strong again.

Let us move on to Portland. We had one there, and we had one at Seattle. We have heard a great deal about logic, but not much of the real article has been produced yet before this committee. The logical way is to take the history of New Orleans and Jamestown, which ought to give you a good average, and Portland and Seattle, and see how they compare. I have prepared that table for you, and what is the astonishing result of that? Why, gentlemen of all kinds of distinction come here—Gov. Saunders, and that distinguished Senator from the State of Mississippi, whom I respect most highly—and we are told that nobody will go to the Pacific coast, but the fact is, they did go, and they are going, and they have been going ever since gold was discovered there in 1849.

How many people went to New Orleans in 1884 and 1885? I have it here. There were 1,158,840 paid admissions at New Orleans; at Jamestown, 1,401,000. At Seattle there were 2,766,000. We find this astonishing fact, Mr. Chairman, and these things ought to settle questions of this kind, if they are to be settled upon facts and argument at all, that Seattle had a total attendance of 207,000 more than New Orleans and Jamestown combined. They run their lines out to the center of population and take it up pretty close to my friend, Cullop's district, up there in Indiana.

Well, now, let us look the facts squarely in the face. When New Orleans gave her exposition in 1884, she had 30,000,000 people to draw from within a radius of 1,000 miles. When Jamestown gave her exposition in 1907, she had 68,000,000 people to draw from within 1,000 miles. When Seattle gave her exposition in 1909, she had 5,000,000 people within 1,000 miles, one-sixth the number at New Orleans and one-thirteenth the number to draw from that they had at Jamestown, and yet out there, as an eminent gentleman has said, desiring of course that his remarks might be perpetuated, out there in the "back yard of America" at Seattle we were able to draw 207,000 more people and have them pay at the gate than you could with all your teeming millions within a radius of 1,000 miles from New Orleans and Jamestown. [Applause.]

How about the cost to the Government? I don't know your charge at Jamestown. When I went there somebody else paid my admission. I don't recall, but I suppose it was about 50 cents a head for men like myself to get in. We have this question confronting the Government of the United States at the present time: What will it cost the Government of the United States? And I want to say to you gentlemen that the people of California and San Francisco have been able to sense, I think, the feeling of the American people and the ideas of Congress and they know the temper and the sentiment of the people, and that is the reason we state we will ourselves raise all the money that is needed for the exposition.

What did the exposition at New Orleans cost the Government? It cost the Government $1,057,000, but incidentally that cotton show at New Orleans cost the Government $1.42 for every person that paid at the gate. When we come along to Jamestown, with

the extravagant habits that our friend has, we find he goes New Orleans one better, and Jamestown cost the Government only $1.81 for every person that paid at the gate.

Mr. MAYNARD. It was worth it.

Mr. BELL. Do you wonder that Congress is exposition sick? Do you wonder that the people of America are exposition sick, and does any man, even with his imagination aflame as some of them are with this picture of an exposition at New Orleans, does any man believe, that knows the sense of Congress and the American people, that they can come now, after this disastrous experience, and induce Congress to father an exposition at New Orleans and to involve itself in the same maze of difficulty and trouble and financial responsibility that it has in the past?

What did it cost up in Portland and Seattle? Well, Jamestown cost the Government $2,047,953, New Orleans $1,650,000, Seattle $637,500, and Portland $485,000. Those appropriations for Portland and Seattle were not for Government aid. The only expositions that have been held in this country that have not been compelled to come to Congress and ask for loan or aid are the two expositions held upon the Pacific coast. The only two expositions that have been a success and have returned to those who undertook the work some return of their investments have been Portland, Seattle, and the Midwinter Fair at San Francisco. Seattle cost the Government 23 cents for each admission, and Portland 30 cents, as against New Orleans $1.42 and Jamestown $1.81.

Now, this thousand-mile radius. Statistics are difficult to read and to be understood, but I use them in this instance, gentlemen, because the nearness of population may have made some impression upon your minds. Look at this: The total attendance at Portland bore this percentage or ratio to the population within a thousand miles, 32 per cent. That is, the total of attendance at Portland was 32 per cent of the people living within a radius of a thousand miles. At Seattle it was 55 per cent, at New Orleans 1.86 per cent, and at Jamestown 2.06 per cent. That is compared with the population within a thousand miles.

Now this shows one of two things, if not two things. It shows that on the Pacific coast a greater number of the people, by far, living within a thousand miles went to the exposition, or that a greater number of people came from a greater distance than at New Orleans, and those statistics from Jamestown, from Portland, and Seattle, to my mind, carry absolute conviction, because it is primary proof and we have no better evidence. Never mind hearsay and theory and all those things. Here are hard facts furnished this committee and furnished this House of Congress. There is your experience; there is your history; and I say, as wise men, we ought to be guided by those facts.

Nearness to population. Well, if New Orleans is so close to the center of American population, and if the people are going to stream down to her exposition, attracted there by her climate and her resources and by her people, why haven't they gone down there within the last 10 years? Talk to me about Berkeley prophecy and say that it is no longer to be fulfilled. Gentlemen stated here that at one time it could be truly said, "Westward the course of empire takes its way," but now "Southward the course of empire takes its

way." Finally, he comes down to the proposition that the whole course of empire since it first issued from the tablelands of Asia, that that great movement which has driven people along the lines of latitude, that that great natural law is overcome. And why? Because they have destroyed the mosquito down in the city of New Orleans that carries the deadly germ of malaria and typhus.

Before this great emigration takes place to the South, and God knows there can't be too many to suit me, and I can raise my voice in pride and praise of the South as I can of California; but before they ever turn that tide of empire and those currents of population to the South, they will have to destroy something more than the fever lines; they will have to destroy isothermal lines. We are told that the path of empire is bounded by the frost line on the north and the fever line on the south. No; fever is merely an incident. It is the heat.

Here is the whole story as to population contained in an official document. We have taken a census of the United States recently, and here it is. The story is not only expressed in figures of population, but it is marked there indelibly upon this map prepared by the Census Bureau. Look at that and then tell me that the gentleman is correct—that in the last decade the currents of population have turned from the West and are now setting toward the South. We have this increase of Louisiana, which we may take as a fair sample, I presume. She has increased during the last 10 years 19.9 per cent. California during the same period has increased her population 60.1 per cent. That has been going on for the last 10 years, and it will go on for the next decade and many decades to follow, because the same thing that is now luring the people of Louisiana and the South and the Middle West and the East across these great plains and through the Rockies to the fertile spots of California are the two things that have always determined the populations of the world ever since they congregated in the Valley of the Nile and the Valley of the Euphrates, the fertility of the soil and the clemency of the climate.

Those two things will determine where the great and civilizing populations of the world shall be found and to which the immigrations of the world will set; and the tide that is flowing to that western country is hardly started. We have increased in California during the last 10 years 900,000 of people. But the distinguished executive of Mississippi may go to California and come back with only recollections of snowsheds and Fresno heat and things of that character, but there are things in that State that, acting like a magnet, draw to California, to her valleys and to her hillsides and to the entire Pacific coast, the peoples of the world. And, Mr. Chairman, we come not with one word of disparagement of the South or Louisiana, of Indiana, or any other State. My good old mother and father were born up here in the nutmeg State of Connecticut. They went to Iowa, which was the far west in those early days, and then took their ox team, trailing across the great plains 10 months on the way, a journey of privation and of danger that required fortitude and above all faith, and theirs is but the instance of the experience of those and others who under that glorious sun of California to-day are living, drawn from every State of the American Union. They are there from Georgia, North and South Carolina, Florida, and everywhere. They have come and mingled with us, the sons and the daughters of the pioneers of California. The aboriginal people of

that State have nearly disappeared. We are a new people in California. They have come out there and adopted that as their home, and we could not come before this committee or elsewhere with a single word of criticism and unkindness upon our lips, because we would violate the most sacred things in life.

But the people are coming there. They will continue to come there. They have criticized the great transcontinental lines of this country. What is it that has banded together these two great oceans and the shores of this continent, these States, with bands of steel? Why is it that we now have eight transcontinental lines in operation and a ninth one nearing completion? Just two things, because the people of the East and the Middle West and the South want to go to the Pacific coast and make their homes there.

And then there is this great oriental trade, far beyond the Pacific sea. You have your Sunset route, your Santa Fe, your Western Pacific, your Union Pacific, your Great Northern, your Northern Pacific, your Canadian Pacific, your Grand Trunk Pacific built by the Canadian Government. They talked yesterday about these roads. Why there are no roads that can compare with them in this country or in the world.

I have nothing to say about the four or five or six railroads that pierce the South. I recall that one of the eight great humorous books of the world was written upon the schedule and service of railroads that pass through the South. Whether that was merely a subject of humor, I can not say. But here are these great transcontinental lines, fine roadbeds, splendidly equipped, every safety appliance provided, block signals. If the West did not provide the things, in conjunction with the East and the Middle West and the South, to make these roads pay, they would not be built, and one is never completed before another one is started.

That great empire out there in the West these gentlemen have no conception of. I wish that they might look upon that western empire as we look upon it, as we see it, and as we know it. I wish they might see those great undeveloped lands of California and the Pacific slope, millions of acres of land awaiting reclamation, that their limited horizon might be extended.

They have furnished here to me and to this committee one of the very best reasons why this exposition should go to San Francisco, because, gentlemen, it is deplorable indeed that men of the patriotism and of the intelligence and wit, and of the bearing—and I pardon all these gentlemen, too—should remain so long in ignorance of the Pacific coast. They themselves furnish the very best reason why we should go to New Orleans and to Louisiana and to every other part of America where it has not been the good fortune of her people to visit the State of California and the Pacific coast, and give them an opportunity and an excuse to make this trip across the continent and look upon the wonders of that great West.

That disposes of the second question, Mr. Chairman, and I hope you will interrupt me whenever the committee desires to rise.

The CHAIRMAN. We will remain in session until 1 o'clock.

Mr. BELL. Now, I want to pass on, Mr. Chairman, to the next question which has been presented to this committee, and that is the question of proximity to the Panama Canal. That is the second great point that is made by these representatives, nearness to the Panama Canal.

I want to call your attention to the preamble of the Estopinal bill now before this committee:

Whereas it is fitting and appropriate that the opening of the Panama Canal, and also the four hundredth anniversary of the discovery of the Pacific Ocean be commemorated by an exhibition of the resources of the United States of America, their development, and of the progress of civilization of the new world.

Mr. Chairman, there is some misconception as to the purposes of this celebration. Our friends from New Orleans assume, and wrongfully assume, that it is the canal itself that is to be exhibited to the people of America and of the world. It is not so. This celebration is not given primarily to show the people of America and of the world the canal itself—the ditch 43 miles long—although we hope that the greatest possible number may have an opportunity to see this material demonstration of the skill, energy, and genius of the American people.

But we are to commemorate that event by what? By an exhibition of the resources of the United States of America, their development, and the progress of civilization in the world. That is the real question before this committee, as to where, from a world's viewpoint you can best exhibit the resources of the United States, their development, and the progress of civilization in the new world.

But what about the canal, sir, as a waterway with respect to conditions in the West? Mr. Chairman, that canal is but a connecting link in a new ocean highway which will encircle the globe, and, as I have already said to this committee, when that canal is opened the map of the world will be revised, because among the other lines upon that map will be indicated a new route around the world. Not a new route from New Orleans to Brazil, Argentina, Venezuela, or South America or Central America, but a new world's highway, traversing the oceans of the globe. I wish these gentlemen could catch that conception.

Here is this great highway, the new one swinging around the world, a new path. We are going to celebrate that, and New Orleans does not exist upon that highway. There is no more reason why, if you were going to celebrate the opening of a new railroad from St. Paul out to Seattle, that you should go down and celebrate it at Austin, Tex.

New Orleans is 1,312 miles away from that new highway. San Francisco is 385 miles off that path. And if you are going to celebrate this world's new ocean highway there is just one city in the world that is upon this path, in which this celebration ought to be held, and that is the city of San Francisco. .

Now, let us take the argument in regard to the Central and South American States. You will remember that unusual emphasis has been placed upon that by the gentlemen from New Orleans. And they brush aside the question of oriental trade with a shrug of the shoulder, or rather slightingly, by saying "Well, California has provoked the hostility of the Orient, and therefore it is not desirable to celebrate in that city and invite the Orient to participate." How is it possible for gentlemen to hold in their minds this South American trade and Central American trade as of greater importance than that of the Orient and the rest of the world?

New Orleans for 200 years has had a chance to cultivate her trade with the nations of the Atlantic seaboard, with the countries of

Central and South America washed by the waters of the Atlantic. It does not require the opening of the Panama Canal for the Mississippi Basin, with her outlet at New Orleans, to establish cordial and profitable trade relations with Venezuela, with Argentina, Brazil, the great, populous countries of South America, the great commercial, productive countries of South America. The Gulf of Mexico and the Caribbean sea are no deeper to-day than they have been during the centuries that have passed. The combined trade of Argentina, Brazil, Paraguay, Uruguay, and Venezuela in 1909 was $1,301,123,000. That upon the Pacific side of South America was $345,000,000.

In other words, the trade and commerce on the Atlantic side of South America is four times that of the Pacific. So you do not have to open the canal to give the Mississippi Valley access to the bulk of this South American trade; but you can open it and give the Pacific and the oriental people a chance at this trade. That is all I have to say about that, except as to population.

On the Atlantic side of South America we have 27,402,000, on the Pacific side 15,449,000, people.

Now, we come to the subject of oriental trade. I don't know whether gentlemen are ignorant of the commercial possibilities of the Orient or not, or whether they may seek to treat it lightly, because, once recognizing the importance of that oriental trade and its supremacy, from a point of commerce and from every point of view, over that of the other trade of South America, they would concede their entire case to the city of San Francisco.

What are the conditions in the Orient? We find that in 1909 Japan had a trade with America of $97,000,000; her entire world trade was $415,000,000. We have done pretty well to get one-fourth of the export and import trade of Japan. We have that at the present time.

China in 1909 had a trade with us amounting to $48,000,000 and a combined world trade of $432,000,000. We do not enjoy, according to these figures, the same proportion of trade with China that we enjoy with Japan.

I have been studying the politics of the world, and incidentally to my disaster the politics of my own State, for the last 16 or 17 years, and I have been somewhat interested in the fact that around the question of oriental trade during the last 20 years that I can remember has revolved the politics of the entire world. The late Secretary of State John Hay has left us some valuable information upon that point. So has Lord Salisbury, of England. We know that the diplomacy of Europe, and if need be the arms of Europe, have been employed in the last two decades especially to preserve to one or another commercial nation of the Old World this great trade of the Orient. Why have we heard so much about the "open door in China?" Why have we heard so much about the "spheres of influence" in China? Why have we had a great war between Russia and Japan? I will tell you, gentlemen of the committee. The trade-seeking peoples of the earth have their eye upon the Orient—particularly China—at this time, and America can not neglect her opportunities. Thank God she does live in a state of absolute peace with both China and Japan. There is no country in the world that enjoys so much of the friendship and affection of China as this great Nation of ours, because at the end of the Boxer riots, when the armies

of the world were landed upon Chinese soil, during those times the American soldier, to his everlasting credit, conducted himself as a man, and when that trouble was over and the great nations of Europe demanded and were awarded large indemnities America, to her everlasting glory, when an award was made to her, with a magnanimity and a generosity never recorded before in the history of this world, set an example for all mankind when she said, "Not one dollar of this award need be paid. You keep it; it is yours."

We may have excluded the coolie from China from our State and from the Nation, but men must not magnify that into a condition that forbids our even reaching out for this great trade. The leaders of thought and statesmen of China, the thinkers of Japan know absolutely that America is right and that she is acting wholly within her sovereign powers as a Nation when she says that the Chinese coolie or the Japanese coolie, bound to be a menace to the white labor of America, the best labor of the world, shall be excluded from American soil.

And they say, "Distance lends enchantment." Yes, and distance lends distortion. We of California, when we want to know that a war is likely between this country and the Orient, have to get it from the eastern dispatches. The war scares are hatched east of the Rockies. Gentlemen would magnify an incident at Pasadena, where the good ladies of that city, acting absolutely within their rights, if they choose to do so, declined to attend a ball given in honor of the officers of the Japanese warships lying off San Pedro. They exercised the same right that would be exercised by the noble women of the South if they were confronted by the same problem. They simply took their position and stated their attitude to the world. It was a mere incident and ought to have been allowed to pass, and I am surprised, Mr. Chairman, and I am not delighted with it, to receive so much advice from the South as to how we should handle the great race problem upon the Pacific coast.

I have sat over here in Congress and I have heard gentlemen from northern sections of America take our brethren from the South to task and assume to advise them how they shall handle the race problem that is ever present in the South, and in which they have the sympathy of the people of the entire Nation. And I have heard them reply, and the reply was simply this, "You live in Massachusetts. You haven't got this facing you night and day, 365 days in the year, and we down here must be left to handle the race problem." And they have shown a sensitiveness on that subject and have rebuked those who have come in from other sections and attempted to say to these people confronted in their daily lives with that condition how it shall be disposed of.

We are about in the same position. If we have race problems on the Pacific coast, we want the sympathy and the cooperation, the aid and support of every section of the United States, and we don't want to be told, gentlemen, that in the past somebody, maybe during the Kearny riots and agitation in San Francisco, cut off the cue of a Chinaman. And I want to say that in cutting off that cue we but anticipated the action of the Imperial Government of China by some 30 or 40 years, because in the last two months an imperial edict has gone forth from awakening China that the Chinese cue shall be shorn, shall forever pass to oblivion so far as the repre-

sentatives of that nation are concerned among the capitals and cities of the world. That is true. That is right; and we ought to be congratulated that we could take the cue as early as we did. [Laughter.]

We want to cultivate that trade. I mentioned here awhile ago the construction of the Grand Trunk Pacific by the Canadian Government. That is a railroad to be built and operated and controlled by this Government at the North. They pass out through a great country that is yet undeveloped, thousands of miles of it. They have their terminal at Prince Rupert, and do you know why it is at Prince Rupert, a town with only 2,000 inhabitants, where, between Winnipeg, and the coast, in all that great stretch of country of 2,500 miles, there is scarcely a town of a thousand inhabitants. Why? Because Canada, with its grains and its lumber and its other products, is looking for the trade of the Orient, and this town of Prince Rupert is 300 miles nearer that oriental trade than the terminal of Jim Hill's road or any other road in America, and they are building that road for the purpose of reaching out for that oriental trade.

When that great builder, Jim Hill, projected his line to the Pacific coast he not only had in mind Seattle and the Pacific slope, but he built and operated his great ships in conjunction with his road, reaching out to seize for his road and the people of this country the trade of Asia. Now, I dwell upon that because they have discounted that and they have said "We don't want this trade." I say that we want it, just as Germany wants it, just as England wants it, just as France and Belgium and every other country in the world that produces a thing in her mills and workshops wants it. We do want it and we want it now more than we want the South American trade, because that is normally growing and coming into our hands. We want it more than we want the European trade, because that is ours at the present time and will be developed gradually along natural commercial lines, but here is the new field for exploitation. Here is an awakening people, reorganizing their military, their schools, every branch of public service awakening, and we want that trade more, we want that commerce more than we want the commerce of every other section of the world.

How can we get it? Not by exhibiting at New Orleans, 1,312 miles off this new ocean highway, an inland city 108 miles up from the Gulf of Mexico. We want to exhibit the resources of this country out there in San Francisco, the one great city on the Pacific coast, nearest to the Orient where they may come with facility, show us what they produce, and where we can with equal ease and facility exhibit to them the things that we must exchange.

Commerce depends upon exchange always. We can not sell to the Orient without buying from the Orient, and we can come together at San Francisco, where the Occident and the Orient meet, as has well been said, and there we can make that the great show window, not only of our own country, but it will become the great show window of the globe, and these people across the ocean will be able to exhibit to us the things that they produce and we want. We want that trade, and that is the big consideration and it can not be swept aside.

Mr. Chairman, I am going to leave a lot of topics to my associates and colleagues. I am going to pass by these questions of hotel accommodations and the pleasure of a trip to California, street railroads, and all these miscellaneous questions. I am going to leave them to my associates to present to this committee, and I feel grateful indeed that you should have given me this splendid opportunity to present the case of my city.

I am a native son of that State and my home is in San Francisco. I know that it is impossible for me or any other man to speak of that city and of that great State without being partial, and just as I speak with partiality, of course, it is inherent, I can not get rid of it, these estimable gentlemen from the South speak from a partial standpoint of their great city. And I am glad indeed that as we near the end of this contest we may say to one another, exchanging our felicitations, that in this contest waged for one of the greatest prizes that has ever been given or ever been at stake, that all our relations have been characterized by the utmost of good will and good fellowship.

It may have been that now and then some overzealous, or some overenthusiastic San Franciscan has made some unkindly remarks about our sister city of the South, and in turn it may be that some partisan of that city has been a little hasty in his speech, and in the heat of argument here before the committee or outside may have said things of a disparaging character about one city or the other, but, on the whole, there never was a contest of this magnitude waged with so little acrimony, so little of ill will, and we want it to close, as it begun, as it has continued up to this time, right to the end, so that when this choice is made and our exposition is held in San Francisco, if it is to be held there, we may meet these representatives of the South in the same cordial manner that we have met them here in Washington. And in turn if it should be my pleasure to attend an exposition at New Orleans in 1915, I want to be able to take my wife and little girl and other members of my family and my friends, and to journey down to the city of New Orleans and to find there the same friendly, hospitable spirit that has been demonstrated here.

I want that condition to continue, because, after all, gentlemen, this is a great national question. This question is one that involves every section of our great country and this exposition, whether it be given at New Orleans or San Francisco, will redound to the common glory of our great Nation and union of States, one and inseparable, and it ought to bring glory to every State in this great sisterhood of ours, and we want you people of the South to know that we have for you but the kindliest sentiments at this time. We want you to know that in all your great struggle to overcome the difficulties which more than anything else have pressed down upon you, that you have won our admiration, you have won our sympathy, and we want you to feel we are with you in every aspiration you have expressed here, in every ambition that the South may have, and when Congress shall have finally granted to San Francisco the courtesy that we ask at this committee, that merely of a respectful invitation to the nations of the entire world to participate with us in celebrating this great international feat, we want the people and the men and women of the South to suspend the business of the hour, take the time, grasp the opportunity, and make this great journey to the West.

You will find it a land of a thousand wonders, speeding over those great plains, on the high plateaus, through the Rockies, along magnificent hillsides, until you come down at last into this great State of California, where I assure you a warm-hearted people dwell, a people that will make your stay among them one of continuous joy and pleasure. Come out there to the Pacific coast. See where we shall in the future take care of the great immigrations of Europe that will of a necessity be diverted from Ellis Island and pass through this canal to the Pacific coast. Come out there and go with us to the top of Mount Tamalpais and look down upon that great Bay of San Francisco. Go up there when the navies of the world shall have assembled in a panorama such as never was before seen. Come out there and go to our Yosemite. Go to our Lake Tahoe, go down into the citrus fruit belts of the south, into the great timber belts of the north; every moment, if you stay there a year, can be filled with pleasure of that kind.

You can make the exposition really an incident of the trip, because you are going and coming and your stay there with sight-seeing about that State in itself will be the greatest exposition that has ever been your good fortune to enjoy.

And now we simply ask you gentlemen that you shall not designate New Orleans as the city in which to hold this exposition, but that Congress shall honor the claims of San Francisco, our Nation's warder at the Golden Gate. We look out across the Pacific into the unknown, realizing that, after all, in the sure passage of time, all the commercial and naval conflicts of the future must occur upon her bosom; that just as sure as centuries ago the Mediterranean was the theater of the world's activity, just as sure as it slowly shifted to the Atlantic, just as sure will the Pacific become the theater of the world's great naval and commercial activities and conflicts. And in that city by the sea that less than five years ago lay in ruin and ashes, and which through the indomitable will, energy, patience, and faith of her people has now risen from her desolation we are prepared to entertain the peoples of the earth in a manner so lavish and so hospitable as to make our San Francisco exposition the best that has ever opened its gates to the applauding visitors of the world. Mr. Chairman, I thank you and your committee for your patience and attention.

STATEMENT OF REV. J. P. M'QUADE.

The CHAIRMAN. We have 15 minutes yet.

Mr. KAHN. There are still a few moments remaining, and I desire to present a gentleman of the cloth whose broad catholicity has endeared him to all the people of the State of California—Father J. P. McQuade, of San Francisco.

Dr. MCQUADE. Mr. Chairman, and gentlemen of the committee, my kindest friend has never said of me that I was eloquent. I think it is impossible. And I have never been known to crave for a chance to speak when I found others to take my place, but if I am to address you this morning in behalf of my beloved city of San Francisco on this question of a site to exploit the Panama Canal, I want to be frank and say that I have asked for this privilege. And I must confess also that I do not feel in the best of physical humor. I was

reared in a climate where the biggest wind is but a zephyr to what you have—a climate in which Tettrazini, the world's famous prima donna, can afford to sing on the streets of San Francisco at 9 o'clock at night—and coming from such a climate I have fallen a victim to this treacherous climate of Washington. [Laughter.]

If I address you to-day, Mr. Chairman and gentlemen, for the few brief moments allotted me at your disposition, it is for the chance, I assure you, of having this opportunity, as a member of the subordinate clergy, to tackle an archbishop without any danger of being hurt. But I speak with all due respect to Archbishop Blenk, and I would like to address myself to him alone, and if he were here—and I am very sorry he is not—I would pay him the compliment he deserves for the civic pride which he expresses by coming to Washington to plead his city's cause. But I have come farther. And I would pay him that compliment, and I would say to him in all deference to his love and his sincerity in behalf of his most loved subjects, I would say, with all deference to him, that I could hardly sit in this audience and hear the archbishop get off some things with that cocksureness that what he said was almost unanswerable.

The archbishop spoke of New Orleans as a great boon to the peoples of the twenty-odd Central and South American Republics, after the canal was cut through. He said that they would rush to New Orleans and there enjoy the close social and political relations which accessibility would afford to them. I wonder what is the matter with the people of South America and the southern coasts. Why don't they sing the praises of New Orleans? We don't hear of their presence from New Orleans. There is no canal necessary to cut through for their benefit. If a canal was necessary to put before the people of the Atlantic side of South and Central America such a boon as New Orleans, they must be a very thick-witted people to wait this long to enjoy that boon. Besides, let me tell the good archbishop and my friends here, whom I shall never forget for their kindness to me, that if there is a boon in the world enjoyed by the people of the world, it is San Francisco.

I was educated at the College of Santa Clara, the famous Jesuit college about 50 miles below San Francisco, and I want to tell you that in the 50 years of its existence there have never been wanting 40 or 50 young Central and South Americans, and for some 13 continuous years there has never been a time when there was wanting a member of a certain family from that country. As you know, the Central and South American families are connected close, and if there has ever been a boon to them, it is located in San Francisco, in spite of what our good archbishop urges for that boon which that fair would be to the people of South and Central America if held in New Orleans.

And, Mr. Chairman, if there is a people that should rejoice when the Panama Canal is finished, it will be the pioneers of San Francisco, many of whom came from New Orleans. Others came from Boston and New York and other north Atlantic cities, and they went down by boat to the Isthmus of Panama and crossed over that piece of land by every known kind of vehicle, and endured uncountable hardships to press on to that Eldorado on the other side of the world. I, for one, was carried across that Isthmus in my mother's arms, and through the recklessness of the driver of the stage in which I was riding, the

whole conveyance fell into the ditch. I was picked up as if dead, and they went about even preparing for my burial, but I gave a sign of life, and I have lived ever since, gentlemen. And I hold, with the people of San Francisco, that we should put a great shaft down there alongside of the canal, memorializing the heroism and the desire to make history on the part of the good Americans who came across that Isthmus from the Atlantic coast to go to California.

The good archbishop would have it appear almost as if the primary cause of the canal's cutting was to benefit New Orleans. Why, New Orleans was not thought of. It was never in the minds of those who originated the canal scheme. They talk about the logical point. It is a good logical point on the river. New Orleans is a good river logical point. I do not like to quote the names of two well-known American statesmen that I know, as I am sure all do, but I want to state that it is their opinion that it would be better by far for New Orleans to pay attention to its logical point on the river, reenforcing its advantages, and pay very little attention to the outside world, and it will conserve more to its popularity on the outside.

But San Francisco was always in the minds of those who originated the canal. When De Lesseps came over here in the early days to take over the interests of the Panama Canal, to locate his American office, where did he go to locate it? Where was the point of advantage but in San Francisco? And not in New Orleans. It was from San Francisco he viewed what was before him, and it was his intention to make San Francisco, as it were, a base of working down to the canal.

Now, again, the archbishop, with all deference to him, spoke rather facetiously in relation to the orientals and the Orient. Mr. Chairman and gentlemen, there are orientals and orientals, and as Mr. Bell here said, there are orientals against whom we would close our doors—they are the coolies, they are the low element; but the students and the merchant men and the good, decent, educated people of the Orient—and, my friends, there are 800,000,000 orientals—we are glad to receive, and I don't like to have it said in a rather sarcastic way that we are opposed to all these orientals, so near to us, and do not want their trade. That is just what we want to build up. We want a great exposition and we want the orientals to exhibit there. We are not so narrow as that, and the Atlantic coast will share in that trade by the building of the canal and in the nearness of the Orient to us. The canal was built primarily to preserve and to help the Pacific coast. The canal was built to make us come nearer, closer to the other seacoast of our country. The canal was built to put the Navy in touch with the Orient instead of having to go around the Horn. When it is complete there will be no need, in case of war, Mr. Chairman and gentlemen, of a ship like the *Oregon* to go around the Horn, but the great Atlantic Fleet can be promptly brought to the Pacific and be ready to defend us, and if we have a surplus fleet on the Pacific coast we can send it to the Atlantic coast. These are the relations of the Panama Canal, trade, and protection for ourselves.

The logical point of the world, the vast world around which is revolving the great commercial and material interests of the earth, is not a logical point on a river; but it is on the Pacific coast, and that is why we want to exploit the completion of the Panama Canal.

Gentlemen, I have been in touch with the orientals, just as Archbishop Blenk has had an illustrious career in Porto Rico. I was all through the Philippine insurrection, and I want to tell you, gentlemen, it is my humble opinion, worth nothing more than the opinion that you invite, but by close contact with the Filipinos and by looking into the interests of the country and knowing something of the products of that country, as I had leisure to examine them, I say it is a country of great material wealth, and our country has made no mistake in acquiring those dominions. Our country has made no mistake in acquiring Hawaii, because those islands will be a great base of supplies in case of war, points of advantage, and the trade between these islands and our own will be controlled by us and by no outside nation.

Therefore, I say, gentlemen talk facetiously of the Orient. In the Orient we find the cradle of humanity. In the Orient is the spot over which the star stood, manifesting to the nations of the world the birthplace of the Great Teacher. Geographically and physically the world is moving westward, and who knows but what we may hope, with all due consistency, for the millenium when we approach closer yet to that cradle whence we learn the lessons of simplicity, purity, ruggedness of life, without which all our material wealth would be worth nothing, which lessons we need for the perpetuity of our institutions here.

So I talk for my beloved San Francisco. A man can talk, my dear friends, when his heart is not overflowing. He can not talk when his heart is vacant; he can not talk when his heart is too full. I can not talk to you now as I should like, as I wish I could, of my dearly beloved home, the young giant of the West standing there as a sentinel guarding a thousand miles of coast alone in our own State of California. Ah, gentlemen, the day may come when the entire country will look with fear and anxiety to San Francisco in case of a great war, and the question will be "What with San Francisco? How goes it with her? Is she able to stand a siege?" Because if she falls the country will feel the fall. There she stands, gentlemen, that young giant guarding our interests. She may be a little far away to you, perhaps, but she is, just the same, a part of this country as Washington, D. C., is to-day. She deserves your consideration, and if I have done anything, gentlemen, to help give consideration to the claims of San Francisco I have been amply rewarded for the 6,500 miles I have traveled in a return trip before the holidays, and after the holidays, to raise my feeble voice to voice that claim.

(Thereupon, at 1 o'clock p. m., the committee adjourned until Saturday, January 14, at 10 a. m.)

COMMITTEE ON INDUSTRIAL ARTS AND EXPOSITIONS,
HOUSE OF REPRESENTATIVES,
January 14, 1911.

The committee met at 10.30 a. m., Hon. W. A. Rodenberg (chairman) presiding.

The CHAIRMAN. The committee will be in order. I regret that there are not more members of the committee present. I do not know whether the hospitality of San Francisco or New Orleans is responsible for their absence this morning. The hearings will be printed, however, and the members will be given an opportunity to read any of the statements made.

Who will take charge in the absence of Mr. Kahn?

STATEMENT OF HON. EVERIS A. HAYES, A REPRESENTATIVE FROM THE STATE OF CALIFORNIA.

Mr. HAYES. Mr. Chairman and gentlemen of the committee, I regret that upon this occasion we who represent the interests of San Francisco are in a position where we must appear to be ungenerous or ungracious to our sister city, New Orleans. The matter of the celebration of the opening of the Panama Canal has been truly said to be a matter not only of interest to San Francisco and New Orleans but to the people of the whole country. The greatest event in history should not only be celebrated in a fitting manner but in the most fitting manner possible. And so it is not a question altogether of the wishes of New Orleans and Louisiana, or of the wishes of San Francisco and California, but of what is the wise thing to be done in this case. At what city, in what part of the country, can this celebration be most fittingly and most successfully held?

A large amount of statistics have been presented by our friends, showing the commercial importance of New Orleans and the great value of the products of the State of Louisiana. Now, Mr. Chairman and gentlemen of the committee, we freely admit that New Orleans is a great commercial city; one of the great commercial cities of this great country. We admit that Louisiana, in its products and its resources, is one of the great States of this country and destined to become greater. We freely admit that her people are among the most warm-hearted and hospitable in this warm-hearted and hospitable country; and in this matter I speak not from hearsay but from personal experience, because I have had the pleasure of accepting and enjoying their hospitality.

But all this has nothing to do with the question at issue. In the first place New Orleans has had within the last 25 years its international exposition. In the year 1884–85 it held such an exposition. I know this, too, because I was present and spent a number of days at that exposition. The exposition was all right. I will not criticize its character. In many respects it was the most unique and interesting I have ever attended. It was an international exposition. I know, because I saw the exhibits of foreign peoples at that exposition in large number, and some of them very large and very interesting. We know also that it was an international exposition, because after it was over, and the exposition company not being able to pay the money to mint the medals which were awarded to foreign exhibitors

or to give them the prizes which were due them, the Government of the United States appropriated the sum of $350,000 to pay these awards and to pay for, execute, and deliver the medals to which the exhibitors were entitled. So that this was an international exposition, participated in not by New Orleans alone, not by Louisiana alone, not by the people of the South alone, but by the people of all the States of this Union, and, as I have said, a very large number of exhibitors from foreign countries.

Now, New Orleans having had its chance, we feel that San Francisco, having never had an exhibition of this kind, is entitled to its turn. The Mississippi Valley likewise has had two other international expositions besides the exposition at New Orleans, to wit, Chicago and St. Louis, and the Pacific coast as yet has never had an international exposition, and, as I said, we feel it is our turn now to have such an exposition, and to have the privilege of entertaining the people of the United States and of foreign nations in our homes.

In spite of the fact that in 1884 and 1885 New Orleans had Government aid, as has been shown; in spite of the fact that then, as now, it was the logical point; in spite of the fact that it was then as now near a large population; notwithstanding all this, this exposition, so far as attendance and financial results are concerned, was a failure, admittedly so.

Now, what made it a failure? In the first place, that exposition was held in the winter time. In the wintertime nobody takes an extended vacation unless he is very rich. The schools are then all in session, the colleges are in session, the high schools of the land are going; none of the students of these institutions of learning can take advantage of these expositions; no matter how intelligence-giving they may be or how elevating, they can not take advantage of them. The business man is then in the busiest part of the year. He never takes his vacation in the wintertime. He waits until the heat of summer drives his customers from him and leaves him leisure and gives him a desire to get away from the cares and burdens of his business life, to get a change somewhere in a vacation. And so with everybody that has money or can get leisure to take a vacation; we all know that they take it in the hot part of the year—June, July, August, and September—and not in the wintertime. Therefore only a small number of people from abroad or from the different parts of this country attended the exposition in New Orleans, although at that time expositions were new in this country. We had then held but one, that at Philadelphia, and the people were eager; they had a keen appetite for the sights they found at expositions. Now the people of this country have been surfeited with expositions, and if in the winter of 1885 the exposition in New Orleans was a failure what would it be in 1915?

There is another reason for the failure of this exposition at New Orleans. First, the people that make an exposition a financial success and a success from the standpoint of attendance will come from within 250 miles from the place where that exposition is held. Within 250 miles of the city of New Orleans—and I do not say this in any unkind spirit—one-half the population is colored. With their proverbial habits and lack of thrift they would have no money to attend an exposition, and doubtless the most of them would have no desire to attend. Their business intelligence and education have

been such that they have not yet a desire to visit an exposition and to go through the labor and spend the time necessary to examine it. Secondly, a large proportion, as has been shown by the statistics that have been offered here, half, say, of the balance of the population have not the means to spend even the necessary money to go 250 miles and to spend a few days in New Orleans to see the exposition, and hence they did not go.

So that here we have two conditions that made the exposition in New Orleans in 1884–85 a failure. Those same conditions exist and will operate in 1915 as they operated in 1884 and 1885, and would make an exposition a financial failure held in the winter time in 1915.

Now, our friends have not yet advised us when they are going to hold this exposition; whether in the winter or in the summer. We will therefore suppose that they hold the exposition in the summer, and no exposition can be a success in this country unless it is held in the summer, because, as I have already indicated, that is the time of year when our people take their vacations, when they go traveling for pleasure, and not in the winter. When a business man or a student at one of the colleges or any other person, at the end of a hard year's work, begins to look forward to the time when the burdens that he has been bearing for the whole year will be laid aside and he can go away from his home, from his office, from the cloister, for a little while to get a change and a rest, does anybody cast longing eyes toward the steaming swamps and bayous and levees of Louisiana? Do they look with longing anticipations of pleasure and relaxation to the mosquito-infested region of the southern Mississippi Valley? Why, of course not. No man in his sane senses would ever think of spending any part of his hard-earned vacation in that direction. No; he looks with longing eyes toward the cool mountains, with their caps of perpetual snow, to the cool, inviting lakes of the North, to the invigorating breezes of the sea. He never thinks of turning his eyes to the South, and I want to tell my friends from New Orleans that if they should be successful in persuading Congress that that is the place to hold this great exposition they will be most seriously disappointed if this exposition is held in the summer time, and the lack of attendance which characterized their exposition in 1884 and 1885 will not begin to express the lack of attendance and interest that will be manifested in 1915.

Why, if any man should go against the promptings of his nature, should go against the allurements of the cooler places of the land and turn his face to the South and finally land in New Orleans, you all know that after a trip in the summer time through the Mississippi Valley, where the air is laden with moisture, where it is heavy because there are no cool breezes to change its currents, when he got there he would feel the same languor and lack of desire for effort that everybody feels at that time of the year in that latitude. He would feel as though he had got a severe dose of the hookworm. That is the way he would feel, and that is the way everybody there feels when that time of the year comes. If he had ambition enough to get himself up and go and endure the labor, the exertion of taking in the exposition, he would find there so very few people that the streets and walks about the exposition and the corridors and alleys in the exposition would remind him of a perpetual Sabbath on account of its quietness, and the few feet there would at every step awake far resounding echoes in the vacuous loneliness of the place.

Now, I am not a prophet, nor the son of a prophet; but I know the Mississippi Valley, having been born there and lived there half my life, and I think I know that an exposition would not be attended by any large number of people in the lower Mississippi Valley during the hot months of the summer, when, if it is to be a success, when, if there is to be any attendance that will make it a success, that attendance must come in those months.

Now, Mr. Chairman and gentlemen, it seems to me that those considerations should be conclusive of this question. I do not believe that the physical conditions, the geographical situation of New Orleans is such that it would be possible at any time in the year for them to hold a largely successful exposition. That is saying nothing against the people of New Orleans or of the State of Louisiana. Those are conditions of nature for which they are in no way responsible and which no matter how hard they may try they can not overcome.

Now, to continue and take up some matters which were presented at former hearings. One gentleman dilated at great length upon the difference in the cost of reaching New Orleans and San Francisco. Now, gentlemen, when a man who is able to attend an exposition begins to make his plans, or when he is able to take a vacation he begins to make his plans, he does not figure those things so very carefully. He thinks of the place he would like to go to. He thinks of the things he would like to see. He thinks of the rest and change that he would like to have, and although the place where he wants to go may cost him a few dollars more to get there than the place he might go he goes invariably to the place where he wants to go. Why, does any man in Georgia or Alabama or Mississippi say to himself, "I am going to have about two weeks' vacation. I can go to the Everglades of Florida a great deal cheaper than I can go to the lakes of Maine or to the Thousand Islands of the St. Lawrence River, or to the shores of Lake Superior, or to the mountains?" Why, of course not. No man in his sane senses ever thinks of those Everglades for a moment. He knows that the water is just as clear—and there is plenty of it in the Everglades—but the surrounding conditions are not such as to attract him, and so of course he does not count the difference in the cost.

Now, in the first place we are expecting—indeed we have assurance of very low rates to California if the exposition is held there. We have now a rate in the springtime for 45 or 60 days of $25 from the Mississippi Valley; a colonist rate they call it. We shall certainly get a round-trip rate of $50, and we expect to get one very much lower than that from this center of population. And what man that has never seen California and desires to take two weeks' vacation would stop to balance the $50 that it would cost him to go to San Francisco and the twenty or sixteen, or whatever it is, that it may cost him for a round trip to New Orleans? Why, there is not one in five hundred or a thousand that would think of it for a moment. There is nothing in it. Men spend their money when they think they are going to get a return for it and not just for the pleasure of spending it. If they are going to get their money's worth, they will go to New Orleans; if not they will not. If they are going to get their money's worth in San Francisco, they will go to San Francisco, and if they think they will not they will stay away.

Now, as to the discomfort. The governor of Mississippi dilated greatly on the discomfort of reaching San Francisco, and he spoke of the arid plains and the snowsheds and the heat of some place in California after he got there. Now, gentlemen of the committee, I have made the trip from this part of the world to San Francisco in the last 25 years more than one hundred times. I have been over every possible combination of route that you can get up in going and returning from here. And I want to tell you just briefly about the experience that a man will have who goes from Chicago, say, to San Francisco, for the first time. In the first place, we are going to travel in the summer time, when the exposition will be held. No man in his sane senses would voluntarily take the southern route to go there at that time.

The least interesting of the through routes that I know of is the central route, the Union and Central Pacific. I will take you just for a moment along that route. We leave Chicago when the air is proverbially what it is in summer almost always in Chicago, and generally in the Mississippi Valley; when you have to have a fan; you feel as though you needed one all the time to keep the breath of life in you, to keep you from smothering to death. You sweat and pant, you feel that awful lassitude, and as though you did not want to do anything. It takes a great exertion of the will to get up any great effort of mind or body.

You get aboard the train; you are even more smothered than you were when you entered it. You go through the States of Iowa, Illinois, and the plains of Nebraska. You are too indolent to read or to look at anything as you pass on the way, or to think. You do not want anybody to speak to you. You just want to be let alone to pant, perspire, and cuss the weather and everybody connected with the railroad. That is the way you feel. I have been there many times.

Now, you get through the plains of Nebraska. You begin to climb up on the great plateau on the east side of the Rocky Mountains, and as soon as you get up where you begin to feel the cool and invigorating breezes from the Rockies and their snow-clad peaks, you begin to sit up and take notice right away. Your perspiration dries up; you begin to straighten up; you fill your lungs and take in all you can of that sweet, pure, cool, and invigorating, tonic air. Then you can think, and you desire to see the great wonders that you will see as you climb over the Great Divide. And on the other side you come to another plateau, after you have passed these great peaks and these rocks, that make one think how small he is in comparison with some of the other creations of the Almighty. You pass over on the other side and for miles and hundreds of miles you continue along that great plateau with the same cool, invigorating breezes, and every step of the way is full of intense interest to the man who has never seen it, until you come to the Echo and the Webber Canyons, wonders of nature, on this side of the city of Ogden. Finally you reach Ogden, at the foot of the beautiful snow-capped Wasatch Mountains, a gem between the mountains and the great Salt Lake. And there still you feel those same invigorating, cool breezes, and everything that you see gives you an intense thrill of pleasure, because you are physically in a condition to enjoy it.

Then you cross the Great Salt Lake—yes; really cross it on trestle-work—and you see its wonders, its great beaches of salt, and its blue, heavy water. You still continue to have those same cool breezes coming up to you as you go along, and you finally reach the arid plains, the Great American Desert, after you pass some distance beyond the Great Salt Lake, where in spots there is alkali, and where sometimes is dust and sometimes there is not, because they have rains upon those plains sometimes; but even admitting the dust and even admitting that sometimes it is hot on those arid plains, it is not always so even in summer time. That dust can be kept out of the cars for the few hours you are passing, and every little way on those arid plains you will come to oases where water has made the desert to blossom as the rose, and the sight will fill you with delight and wonder, not only because of themselves, but because of the surroundings in which you will find them.

Then after a few hours you begin to climb up the great, beautiful Sierra Mountain Range, and you look down into its cool, deep, almost dark blue canyons as you pass along the road. You ride around the wonderful curves of that road and look down and up at the wonders of nature, and still the same invigorating mountain air is surrounding you, and you have that same feeling of energy and pleasure with which you entered the Rocky Mountain region.

Finally you come to San Francisco and California, where every moment that you stay will be a pleasure, because the climate there can not be beaten anywhere in the world—and I have traveled largely—where every breath you draw will be an exhilaration and an inspiration; where you will sleep every night you are there under at least one and probably two good, warm, woolen blankets. Where you will never see a mosquito. I have lived in California and my home is out in the country, and I have been through whole summers and never saw or heard one mosquito. The rest that you will get will be refreshing and the things that you will see will be among the greatest wonders of the world.

Who that lives and has not seen California or the West does not dream that sometime he will see the Yellowstone National Park; that he will see the big trees of the State of California; that he will see the Yosemite Valley, that greatest wonder and marvel of nature; that he will see the ever-blooming flowers of the State of California and its delicious fruits with changing variety going through the whole summer. On our table at home from the Fourth of July to Thanksgiving every day we have fresh peaches, plucked that morning from our own trees. He will see all these things; he will taste these fruits; he will enjoy the perfume of the flowers. The man that has dreamed this, as most of our people in the United States at least have dreamed it, will not count the cost when somebody says: It is going to cost you $20 or $25 more to see all this and to enjoy all this than it is to go down to New Orleans and fight the mosquitoes and suffer the heat and see—what? Why, nothing but the cane fields, swamps, and bayous of Louisiana.

Now, this, it seems to me, ought to weigh a great deal with this committee and make them know that the people want this exposition held where they want to attend it and where it will not be a physical pain and anguish and deprivation to go there. Now, Mr. Chairman and gentlemen, we of California do not regard this expo-

sition as the principal show that we propose to give the people who come to see. We merely regard it as incidental. It being held there will make cheap rates for the people to come. It will afford an excuse to every man who can take a vacation to go to California then instead of at some future time, or perhaps never, and so we look upon this exposition as only incidental. We who are familiar with the Pacific coast know that the Pacific coast and the State of California, and even San Francisco, to those who have never visited those places will be vastly more enjoyable and a greater exposition and a greater educational influence, too, Mr. Chairman, than any exposition that the money or the ingenuity of man can possibly gather together.

One gentleman spoke of the increased hotel accomodations in New Orleans. When I visited the exposition there, I was a resident of northern Wisconsin. I went from Lake Superior in Wisconsin in March, 1885, to visit the exposition in New Orleans. I sent word to the St. Charles Hotel that a party of seven of us would be there on a certain date and we desired accomodations. I sent this letter something like a month before the time we started. We reached New Orleans early in the evening. The Hotel St. Charles did not even have a cot to give us. We sought other accomodations in minor hotels and boarding houses without success. We visited the headquarters of the exposition company and the best they could do for us was to send us off a mile or two from the center of the town to a private house where a good, warm-hearted household of New Orleans received us and entertained us while we were there. We had no fault to find with them, because they did the best they could for us; but it was not the sort of entertainment to which we were accustomed. Now, the crowd in New Orleans at this time was not great. I would not call it a crowd, but the hotel and restaurant accomodations were absolutely inadequate then, and if for the attendence they had then it was inadequate, unless they have been recently greatly supplemented, and I do not think that they have been greatly, the hotel accommodations in New Orleans will be wholly inadequate to handle the crowds which our friends are confidently expecting.

For one moment let us compare the accommodations of the two cities. We have not been building in San Francisco two or three new hotels in the last five years. We have built over 1,200 hotels and lodging houses in San Francisco during the last five years. I have the exact number here, 1,257. And we have furnished all of them with the newest, up-to-date sanitary fixtures, with the very latest conveniences in even the cheapest of them. You can get any sort of prices you want there, down to 25 cents a day, for accommodations, and they will be as good as they are anywhere in the world for the money. I will guarantee it. Compare these accommodations with the accommodations that our friends from New Orleans say they have, or will have. I say there is no comparison. There is no city in the United States that is better equipped to handle visitors and tourists than the city of San Francisco to-day. I know of none, and I have visited every city of consequence in this country; and I do not believe there is a city in the world that can handle great crowds and give them the same attention and furnish them the same convenience at the same prices that San Francisco can and will furnish them if they come to the exposition in San Francisco in 1915.

Now as to the street-car accommodations. I want to say the same of the street-car accommodations in San Francisco. I do not believe there is a city in the world that has as fine street-car accommodations as we have in San Francisco. We have street cars going in every direction, starting from the ferry building as a center and out Market Street, and branching off to every part of the city. We have universal transfers in both directions, so that a man for a 5-cent fare can go anywhere in San Francisco in comfort and ease. The cars are modern and up to date, as comfortable cars as anybody travels in.

It has been said that the exposition should not be held in San Francisco because the exhibitors can not go to that city without transshipping their exhibits, and that many of these exhibits being breakable and liable to be damaged the exhibitors will not wish to take the risk. Why, gentlemen of the committee, there is nothing in that. San Francisco is a seaport, and the merchants and manufacturers of New York, Boston, Baltimore, and all the Atlantic and Gulf ports, when the canal is finished, as it will be in 1915, can reach San Francisco just as safely and practically just as cheaply as they can reach New Orleans. More than that. New Orleans is not the only city besides New York and some other of our Atlantic ports that can boast of a steamship line from Europe. There is a steamship line, the Kosmos Line, that has regular steamers plying between San Francisco and Hamburg, and when the canal is completed, as it will be, of course, in 1915, there will be more. And we should also bear in mind that St. Louis and Chicago are inland cities, and there was no trouble about exhibitors reaching those towns when they desired to exhibit their products. There was no trouble about reaching Seattle and Portland. There is nothing in this argument at all. Exhibitors will just as gladly come to San Francisco as to New Orleans. Yes, and when you take into consideration the dryness of the atmosphere and the less liability of products to mold you will recognize that they will be very much more pleased to come to San Francisco than they will to any place this side of the Rocky Mountains.

Now, in conclusion, Mr. Chairman and gentlemen—because I have already taken more time than I should—San Francisco has passed through probably the most awful experience that ever came to any city in the world. With a pluck which we feel proud of, and I believe all the people of this country feel proud of, its citizens have laid to, and in the last five years they have rebuilded their city. It seems to me, Mr. Chairman, that if any city in the United States has the right to come to the Government and ask for aid to give an international exposition in order to draw the people of the world to that city, San Francisco ought to have that right. Such an exposition would do it much good; it would help materially to pull its people over the hill, which they have already climbed nearly to the top out of the slough into which the great fire of 1906 plunged them, and it seems to me that if any city has the right to come and ask Government aid, the city of San Francisco ought to have that right. And yet, with the pluck which is characteristic of our people, they are not asking the National Government for one dollar. Our people are putting it all up, and we do not propose to ask for one dollar, notwithstanding the sneers of our friends from New Orleans, who believe that by and by we are going to come back and ask for a big appropriation. I am authorized to say that we shall not ask for one dollar from the Gov-

ernment of the United States, now nor in the future, and I speak for our whole delegation. The simple boon that we ask only is that the Government of the United States will give an invitation to the nations of the world to come and participate with us in celebrating a great historical event, in the city of San Francisco, in 1915.

Mr. HAYES. Now, Mr. Chairman and gentlemen, I take great pleasure in presenting Mr. Joseph Scott, president of the Chamber of Commerce at Los Angeles.

STATEMENT OF MR. JOSEPH SCOTT, PRESIDENT OF THE CHAMBER OF COMMERCE OF LOS ANGELES, CAL.

Mr. SCOTT. Mr. Chairman and gentlemen of the committee, the masterly review of this situation by Mr. Bell yesterday, particularly upon the legal and financial issues involved; likewise the presentation of the matter by Mr. Hayes this morning, does not leave very much for me to say, except that inasmuch as certain references were made of a character indicating the desire of the New Orleans people to educate the people of the world, possibly I may be able to suggest two or three thoughts at this time which might have a little bearing upon that phase of the situation.

Personally I do not know whether it is much use to talk further to this committee or not. There is a certain whimsical air of patience and resignation about some of you gentlemen that indicates you are willing to sit all day and all night, and give us the time of our lives, to talk to you. And yet I know that you are men well informed on these questions, and have had this controversy so thoroughly presented to you that every phase of this subject must be more or less wearisome and tiresome. But when the governor of Mississippi and the Senator elect of Mississippi, men who ought to be thoroughly versed in state affairs and national questions, will throw into the controversy involved here the question of their experiences going out to California, I hope the committee will pardon me if I just dwell for two seconds upon that proposition. It is a little tiresome to go out to California, and to hear these men give their experiences. One would think we all made a mistake in ever going out to California.

I wonder if Gov. Noel, when he passed through the alkali plains of Arizona, ever thought of the staunch heroism, for instance, of the uncle of the present governor of Louisiana, who, somewhere between New Orleans and California, laid down his bones upon that desert in order to get to the promised land. Why, gentlemen say that sentiment is not supposed to be in this issue. You can not drag it away from this issue. Do some of you fellows want this exposition because you want to develop some cotton industry or on behalf of some of the industries peculiar to your locality? You have got to consider the keen, red blood of womanhood and manhood. Why, those bones are scattered all the way from New Orleans to California and on every highway to California from the Mississippi Valley, and now these men say that sentiment is not in this issue—these men who take a Pullman car so they may save their souls and rest their bodies going across the same way.

And, Mr. Chairman, I am surprised that my friend Williams, of Mississippi, has been so immersed in this smug atmosphere of Washington, where the grippe takes you in 24 hours—I am surprised that

he has been so saturated with books and legal questions and things of that kind that when he crossed the plains he could not see the beauties of California.

Do you wonder, Mr. Chairman, that a great number of the people of this country go to Europe and do not know any more about San Francisco, Los Angeles, Portland, Seattle, and Spokane than they know about Tupelo, the illustrious name of which I first heard in this room?

In order to learn geography, gentlemen, you have got to travel. You have got to travel to learn it. Why, gentlemen, one of the conditions to teach history—and I speak with a slight knowledge of the question, because I am and have been president of the board of education in my city for the last four years—before you learn history you must lay down the foundation for it; before you come to historical questions you have got to learn geography, and I want to have the privilege of taking Noel and Williams, my two illustrious friends—I want to take them along the route that Father Kino took on foot, from El Paso up through New Mexico and Arizona, that bare-headed, sandal-footed friar, full of the milk of human kindness. I want to take them with me, and I want to go with them to the Grand Canyon of the Colorado, and I want them to look at that great chasm 8 miles across and 1 mile sheer down—those gentlemen from the Mississippi Valley. And I want them to go right down into the bosom of that great canyon and look at that little river down there. I want these men to go with me and forget New Orleans and Louisiana for one brief month, because I tell you, gentlemen, after they have been exhilarated by the fire and the electric atmosphere of California, and with the natural spirit they have got, if they do not check the Mississippi River and make it behave itself for the rest of its natural life, with the enthusiasm they will get out of a trip to California, I miss one great big long guess at it.

These people baffle every description I have ever heard. How people with the view they have from New Orleans can get the charm and the poetry, the business ability, the imagination, to see in the vista around New Orleans anything to compare to California is the thing that has made me admire those men more than anything else. No wonder the women love them. No wonder they have a charm that makes all women on earth say that the dear old southerners after all are the best people on earth. If I could take the mellifluous accents and the musical modulations of their voices back to southern California with me and use it in my professional capacity it is a cinch I could make my fortune and hypnotize every juryman in court.

Mr. Chairman and members of the committee, these men are entitled to the fair, but their city and their surroundings are not. If San Francisco and California could pack this committee room with a delegation like those New Orleans fellows have, if we poor, few representatives of the State of California could use anything like the charm these people have with them, we would walk back easy victors in this controversy. Gentlemen, the people know New Orleans; the people know the Mississippi Valley; the people know the great South; the people know the men who have shed their blood in that great cause. We have such types of men in southern California, where I come from—and sometimes I even have got to tell men from San Francisco where Los Angeles is on the map. You

know this city pride is a fine thing; it is the finest thing on earth; it means the same thing as domestic felicity. Because if you can not agree with your own city, God help you. Hence I may be pardoned this allusion to my own fair city of Los Angeles as one of the brightest jewels in the diadem of the Golden State.

Southern California is honeycombed with men from Mississippi, with men from Louisiana, with men from Tennessee, with men from all sections of the great Southern States. They came across those plains and settled down in California, and we have one great homogenous mass of people from every State of the Union. As we go up to the Northern States we see the same condition of affairs, and, gentlemen from the East, and, gentlemen from the South and the North, you need the education of that trip. Do not stop within any one of our hotels and gaze upon the four walls of your room to give you a picture of California. Not at all. We expect to take you up and down and across our great State after the education of your journey across the continent.

Why, gentlemen, in the old days, when the poor old pioneers got to Kansas City, people said, "God help you if you get across that river and start west. If you try to get to California, you will die on the way." But the old California pioneer painted on the cover of his old praire schooner the old legend "California or bust," and with that kind of ginger and pluck and endurance and energy he did get to California.

You men need this education. Not only do you need this education, you men from the North and the South and the East, but the people of California need the edueation. We ought to see what manner of people grow in Louisiana, what kind of people grow in New York, grow in Indiana, grow in Illinois; with all the climatic and other discomforts they have endured during their lives, and survived it, they ought to take a chance upon our California weather. We want to give our people of the rising generation of California some idea what their forbears went through. Noel and Williams want to travel that route, and I hope to God as they come through Arizona a great, big sandstorm will come up and just simply choke their car full of alkali dust, and they will appreciate the memory of their illustrious forbears and try and be worthy of them.

Gentlemen of this committee, these young bloods of San Francisco needed the fire; these people from New Orleans needed the fever; they needed a pestilence. It is easy to mix gin fizzes and Sazarac cocktails, and some of them are mighty good. It is a very pleasant accomplishment to have an educated taste in that direction, but these luxuries are only the side issues to a great race. The great races have grown up along rugged lines. They are the people who can suffer and endure like these people from New Orleans have endured and yet survive and wax lusty. Therefore, we of California want to bring to the rising generation, to our children, something of the manhood and womanhood of the other parts of the country, so that they can take notice and bear witness to what they have endured, too.

And, gentlemen, let it be said here in thanksgiving to God you have no South now. You have no Mason and Dixon line. But I do not know yet whether we haven't got a Mississippi line. I do not know yet, Mr. Chairman and gentlemen of this committee, whether

the great percentage of this country can look across the Mississippi River, particularly out west to California, without having the vision clouded by local environment. And yet there is out there in California a class of people that have done something for this country, and they have asked no Government aid, as Mr. Hayes has said. They have asked no recognition from Congress, and these men are so far remote from the Government of this country, so far remote from the people of this country, that in the language of Senator Williams, of Mississippi, they are in the back yard of this country.

I want to tell you, Mr. Chairman, if I am allowed just one second to review one line of thought of Mr. Bell's yesterday, that you men in Washington can not escape the problems of the Pacific Ocean. President Wheeler, known all over this country as a great educator, president of the University of California, has been over to Berlin giving lectures at the University of Berlin. He said that Emperor William of Germany, whose guest he was, made this significant remark to him, "Dr. Wheeler, if we can preserve the peace of Europe for the 20 years next to come, I am not going to worry about the peace of Europe. There will be too much need for the amalgamation of Europe against the one common problem in the Orient."

Every schoolboy knows that when the great Napoleon, after he had thrashed almost every nation in Europe, was told to go in the direction of China, he said, "I am not going to wake up that sleeping giant." Gentlemen, you can not escape that. You men have got to look out for national issues; these national problems can not escape you, and they are becoming more imminent every day. The Japanese Government one year ago sent over the imperial commissioners of Japan, headed by Baron Shibasawa, one time secretary of the treasury of the Japanese Government. They come over here. What for? Because only by traveling, only by coming into contact, can they learn what manner of people we are. These people went through this country, and they have gone back to Japan to tell the people of Japan what manner of people we are, and about the industrial situation and commercial questions in this country. Again, this very summer, the associated chambers of commerce of the Pacific coast, at the direct invitation of the Imperial Government of China, went over to China, and they have been throughout their entire trip the guests of the Imperial Government. And I want to say to you gentlemen who have never traveled in China that you have about as much chance of getting into social circles there as a colored gentleman has to get into the highest circles in New Orleans. Yet when those commissioners went over to China they were given the entrée to the most exclusive circles, diplomatic and otherwise, under the auspices of the Imperial Government. And over there you have a great people—we have a few pigeon-chested politicians in California, just like you have everywhere else, who may minimize the importance of the development of the Chinese in the future—there you have a great people, whose trade is of immense value, whose future is the subject of consideration for the wisest statesmen; and, gentlemen, you have got to be prepared for the awakening of that great big giant. You have got to make the people of these United States—north, east, and south, as well as west—know that upon the awakening of that great big giant we will suffer immeasurably, not merely diplomatically, not merely from a military or naval standpoint, but what seems to

be most material at this time and in this controversy, from a commercial standpoint, if we are unable to meet that competition.

And now I want to say, Mr. Chairman, that the people of California are a patriotic people. We are a long way from Washington, where a sight of the President of the United States is given to the people of California for about three seconds every three or four years. We do not know anything about the glamour of looking at the great battle fields of this Union. We have had to look from thousands of miles at the inspiration of the Revolution, and yet, gentlemen, we are a patriotic people. When that great battleship fleet came around the Horn, and came up from San Diego, passed Los Angeles and on to San Francisco, I want to tell you, gentlemen, that from one end of our State to the other there was such a wave of enthusiam that Mr. Theodore Roosevelt and Mr. William Howard Taft and Mr. William Jennings Bryan combined could not produce a tithe of the patriotism that filled that State from one end to the other as that great fleet swept by our shores. Why? Because it was the first general recognition that we had had from this great Government; it was an indication to the people of California and to the people of the great West that we were upon the map of the Nation, and that we were entitled to that recognition.

And I say to you, Mr. Chairman, that in spite of the fact that all this money has been raised, in spite of the fact that all these local questions may be involved, this fair should go to California for sentimental and patriotic reasons. I say to you that the sons and the grandsons and the daughters and granddaughters of those great California pioneers who went across the plains from every section of this great Union, want the inspiration of seeing upon the shores of the San Francisco Bay—that city risen up from its ashes in four years—they want to see upon that great shore such an exposition that they themselves will feel the enlightenment and the education and the inspiration of the patriotic fervor which they have had very little opportunity to cultivate, except as it blossoms, loyally and lustily, upon the soil of California.

Therefore I say, Mr. Chairman and gentlemen, that we ought to put into this issue the question of national pride, the question that you people from the South have got in such superabundance. We love to feel that you are one of us, that you have the same regard for us personally that we have for you, and that all the great success of your efforts to master the forces of nature are after all simply another triumph of our common race and common country. And we think that you ought to share with us the pride that we have in the great State of California, with all its natural wonders, that you stop this tide of immigration in the summer out to Pompeii and the Pyramids of Egypt and the glaciers of Norway, and that you come out here and see the Canyon de los Frijoles in New Mexico, the ruins of a race of people not a trace of whom can be found anywhere on the pages of history, and all the other prehistoric wonders of our own land. We want you people to understand that there is not a place anywhere in the world any more beautiful or grand to be found than on the way from the Mississippi Valley to San Francisco, and we want to have a chance to welcome these men from New Orleans. It will be the opportunity of my life when I can take these gentlemen by the hand out on the shores of California and tell them I am the

happiest man on earth by reason of my opportunities. I don't want my friends to worry about the dining cars en route. I want to say—and I have not lived in California all my life—that when I went to California first there was no such thing as dining cars and you had to wait until you came to an eating-house station where there was an opportunity to take dinner or supper. On one occasion I waited four hours on account of a freight wreck for my dinner. When I got there I knew what an appetite was.

I felt like an Irishman some years ago who was walking to California. He was hungry and footsore. He came to a ranch house, and the good housewife said, "You look hungry," and he said, "I am very hungry." And so she got him something to eat. It was a dish of Irish stew. He stopped to say grace in thanksgiving for the meal he was about to enjoy. And as he was doing this on his knees, the little Irish terrier of the house came around. He likewise had an appetite, and when poor Mike lifted up his eyes to his meal there was the empty plate and the dog going around the corner of the house licking his chops. But he was philosophical, so he closed his eyes again and said, "Thank God I have my appetite left, anyway." So it is a good thing to have an appetite left. And I want to say to my friends that if only the people of New Orleans have an appetite left after the fair is given to California, that if there is anything we can do to help them after the thoroughgoing hospitality and the thoroughgoing manliness they have shown, I want to say that California will help them. And after we have given them a thousand welcomes in California, we will go from California, over the alkali plains, over the Great Staked Plain of Texas, and we will take the alkali dust into our nostrils and we will take a chance on the bayous of Louisiana, as long as we will have a chance to show them the courtesy of going to New Orleans in return for their coming to San Francisco. [Applause.]

Mr. Hayes. Our next speaker is Representative Knowland, of the third district of our State.

STATEMENT OF HON. J. R. KNOWLAND, A REPRESENTATIVE FROM THE STATE OF CALIFORNIA.

Mr. Knowland. While I am a native of the great State of California I can certainly testify as to the charm of the Southland, because I fell under the spell of that fascinating southern accent of which our friend Mr. Scott so eloquently spoke, for from the proud old Dominion State of Virginia I took to California one of her fair daughters. [Applause.] I want to say that after spending a summer in the garden spot of the world, while she is yet loyal to her State, she has decided that the logical point is by the Golden Gate. I certainly can not be accused as a national legislator of failing to do my part toward eliminating the sectional lines.

I shall confine myself to the time limit. We were each to consume 10 minutes. My friend Hayes took 40, and my friend Scott half an hour.

A number of the speakers urging the claims of New Orleans have expressed great concern because of the journey, "the long, toilsome journey across the continent." There are within this very room no doubt men old enough to remember those days when citizens of the United States, accompanied by the women and children of their

families, journeyed across the great continent in ox teams, consuming months in the journey, in order that they might reach the Pacific shores. It is the call of the West. Those men, responding to that call, and imbued with that indomitable spirit which characterizes the American people, undertook the journey across the continent, which frequently consumed six months, and the trip had no horrors for them.

And yet I heard one of the gentlemen who spoke, the governor of Mississippi, make a complaint because of the snowsheds that he was compelled to pass through in a luxurious Pullman, vestibuled train, with every accommodation; where he could obtain, if he desired it, no doubt, the Sazarac cocktail and other luxuries of which we have learned so much of late.

Why, let me say to you that right within sight of those very snowsheds in the year 1848 there perished 41 men, women, and children who had taken the long journey from Illinois across the continent and, reaching the foot of the Sierra Nevada Mountains, a few weeks too late, after the heavy snows had set in there perished because they were unable to find a path across the mountains. And yet we hear our friends complain of the great journey across the continent in a Pullman train.

The call of the West, to my mind, is as strong to-day as it was in those days of 1849, and we could not present any stronger evidence of this than to exhibit the map I hold in my hand and to which my friend, Mr. Bell, referred. This map was issued by the Bureau of the Census, and I want to bring home to you as forcibly as I can the fact that the great West is increasing more rapidly in population than any other section of this great Nation. The State of California has increased during the last decade 60.1 per cent. The State of Louisiana has increased but 19.9 per cent. The population of the State of Oregon has increased 62.7 per cent. The population of the State of Washington has increased 120.4 per cent, as against 19.9 per cent for Louisiana. The population of Montana has increased 54 per cent. The population of the little State of Nevada, represented by our good friend Bartlett, has increased 93 per cent, as against 19.9 per cent for the State of Louisiana. It shows that the drift of population is westward. It shows that, at this ratio, in 1915 you will have to rearrange your centers of population, and in that great western and Pacific coast territory you will find a population far in excess of the population as shown by the census figures of to-day.

The pioneers who came to California did not all journey across the great continent. Many of them took passage from the Eastern States via the Isthmus of Panama, where they encountered hardships as great and where dangers lurked equal to those found in the trip across the continent. The statement was made the other day that it would take 21 days for a steamer to pass from Panama to San Francisco. It is true that the steamer service now is slow and that steamers stop at every little port on the way and consume 21 days. Let me call your attention to a very important fact, however, in the consideration of this question. When the Panama Canal is at last opened I believe that thousands of American citizens will desire to go to the Isthmus and view that gigantic undertaking; and they are going to go in steamers from New York, from Boston, and from other points, view the Panama Canal, pass through the locks of that great waterway, and then proceed to the city of San Francisco, take in the fair,

and return to their eastern homes. Many of you have stated that it would be a trip too long and consume time which the average American citizen could not afford to give.

In the testimony the other day one of the gentlemen stated that they would have running from New Orleans to Colon 18-knot steamers by the time the Panama Canal was completed. I want to say in this connection that I understand there is now but one regular steamship line running between New Orleans and Colon. An 18-knot steamer could go from New York, pass through the Panama Canal, and reach the city of San Francisco in 12.2 days. That is not a very long trip, and is an opportunity of which many American citizens will certainly avail themselves. We are rapidly increasing the speed of our steamers. Now an 18 or 20 knot steamer is not considered very fast. Let us take a 20-knot steamer, for instance. Everyone will admit that a steamer of that speed will be in all likelihood placed in the service for this exposition. A 20-knot steamer going from New York, passing through the canal, would reach the city of San Francisco in less than 11 days. What a wonderful trip for any American citizen to take, leaving the eastern coast, going down to Colon, passing through the canal, viewing that great engineering project, going to Panama, then up the coast of California, and landing in San Francisco in less than 11 days, spending a few days at the fair in San Francisco, and then returning to his Eastern home; and the time consumed would be no longer than any citizen could well take in order that he might see something of his country and enjoy rest that would be beneficial. The expense of such a trip would be but small. An exposition in California would be but a single incident to bring the people of the country to that locality. The whole State of California, as has been so eloquently stated, is an exposition of itself. There has never been an American citizen who has viewed the wonders of the great Yosemite Valley who has not proclaimed that he has been well repaid for the journey across the continent.

This is but one of the attractions of California. On his way back to New York, or Chicago, he could take in the Yellowstone Park; he could take in the Grand Canyon of the Colorado, and many other wonder spots of the world which every American citizen is ambitious to visit.

I want to say in conclusion—because I have promised to keep within the time limit—that the exposition in California will be a financial success. The people of California and the Pacific coast have never yet failed in any undertaking. The spirit of success is in the air of California and of the West. Give us this exposition and we will give you an exposition that will be a credit to the nation and to the great Commonwealth of California. [Applause.]

Mr. HAYES. I will now present Mr. A. W. Scott, jr., one of the directors of the Panama-Pacific International Exposition Co., of San Francisco.

STATEMENT OF MR. A. W. SCOTT, JR.

Mr. SCOTT. You have, I believe, some cause for gratitude toward the climate of Washington, because it has put a few of us Californians into a condition so that we find it necessary to come here and to be brief and short and to the point. I am, unfortunately, in the same condition as Father McQuade.

Therefore, I have restricted myself to one specific topic. I shall try to restrict myself to that topic alone and I shall try to talk just as briefly as possible and in that way earn, I know, your personal gratitude.

The subject that I want to impress upon you is the resource of the city of San Francisco, as opposed to that of New Orleans, for the purpose of this exposition. I have listened very patiently to the argument of our friends on the other side, and as one after the other has addressed this committee it has impressed me as very similar to the proposition of the old story that you all know of the lawyer giving advice to his son, who was about to try his first case. He said, "Father, how shall I argue?" "My son, if you have the facts, talk on the facts; if you have the law, talk on the law." "But if I don't have either?" "Then talk around it; talk around it, my son."

I have watched these arguments and I have seen absolutely nothing but "logical point," "logical point," "logical point;" "sentiment of the South;" "gentlemen, help us, we are splendid fellows;" "help us to get the fair."

Now, we want to show you why we should get it; we want to show you how we can handle it if we do get it. A couple of days ago one of our southern friends in a spirit of humor and with that good fellowship which I am happy to say has so far marked this discussion, turned to his friend Bell and said: "My friend seems to be taking this very seriously." It was amusing for a moment, but stop and think, gentlemen. Mr. Bell is taking this seriously, all of us Californians are taking this seriously, and every man, woman, and child in San Francisco is taking this seriously—and why? Because we realize that the opening of the Panama Canal, the connecting of these two mighty oceans, the breaking through of that great dike which has barred the trade of the Orient from the world means not only an era of progress and of prosperity for the Pacific Coast and for San Francisco such as we can not estimate, but it marks a crisis, it marks a supreme epoch in the history of mankind on this earth. It marks the final struggle of the races, of civilization against ignorance; of progress of the West against the sloth of the East. We realize, perhaps, if you do not, what the opening of the canal means. We are not asking to celebrate the engineering feat so much as we are to celebrate what it means, what the development will mean to this Nation, what the situation of the Pacific coast with regard to China, Japan, and all the Orient, what the Panama Canal means to the people of the United States of America.

That is what this exposition means to us. That is what the seriousness of this situation is. That is why we have thrown all of our hearts, all of our energy, all of our money, all of our ability, into the one desire to come to the Nation and ask of you to let us celebrate this—not the act itself, not the feat itself, but let us celebrate what it means.

Now, feeling it as keenly as we do, feeling that this is a great big national celebration of a great event in the history of the world, we believe it should be celebrated by the Nation in a manner commensurate with the proportions of the event itself. This is no time for a Mardi Gras festival. This is no time for a local celebration. This is the time when the Nation, when America is going to point to the world and say "Come here and see what we have done." America

wants to do this in a manner befitting the occasion, and with all modesty we submit that the city of San Francisco is better fitted, better supplied, better equipped to do this than any other place in this Nation at this time.

I have brought up four or five views of the city of San Francisco. I want you to see what we have done. I want you to look at the view you have here of the ruined city of San Francisco in 1906, 15 square miles absolutely devastated, the heart of our city absolutely swept bare by the flames, and not a vestige of a building left. That is where we were in April, 1906, when the world prophesied we never would recover, when many of our own people felt that 10 years or 20 years would never put us back as we were. [Exhibiting here picture of devastated city.]

Then, let me show what we have done, as we started to build. I want to show you the type of buildings of the city you have just looked at, to show you what has grown up on that scene of ruin and ashes—show you modern reconconstructed San Francisco, and I want you to form an idea of the trials and troubles we have had. I want you to see our city as it is now and see what we have to show the nations of the world when they come there.

This [indicating picture] is the heart of San Francisco. It shows some of our hotels and some of their accommodations. And as you gentlemen deliberate these things, I want to ask your chairman to act as the advocate of San Francisco, to tell you how he was treated there a year ago. I want him to tell you what manner of hostelries we have there; what manner of attractions we have in our parks; what manner of attractions we have in our stores and our buildings. We want you to know that when we say we have $17,500,000 to start with, that is the least of what we are offering in the way of an exposition. The least, mind you. Let me explain.

The city of San Francisco has been rebuilt at an expense of $400,000,000. Our hotels are new. We have 1,250 of them—all equipped with the latest modern ideas in plumbing and in fittings, and we have 60,000 available hotel rooms to-day for a crowd that may come there. New Orleans speaks of their having 50,000 persons attend their Mardi Gras, and 50,000, an immense crowd, to their conclave. We had 480,000 people in San Francisco at our little Portola celebration, a local affair purely. At that time the nations of the world sent their battleships, they sent their ambassadors, they sent their princes, and came there and celebrated with us. At a recent little local celebration, when we celebrated the admission of California, what we call our Native Son's Day, our admission, we had over 100,000 people in our city, and 32,000 of our people marched in our parade.

Why, they have no conception or idea of what a California celebration is. Let me show you what happened on the streets of San Francisco on Christmas eve, a little snapshot of a small part of the crowd listening to the prima donna, Mme. Tettrazini, singing in our streets. Eighty thousand of our people gathered on the streets of San Francisco and listened to every note of that marvellous singer. That is the way we do things in San Francisco.

You talk about your cars, your lights, your water-pumping plants in New Orleans. They are good; they may be fine; they are the development of a city, but they are childish compared with San

Francisco. Your pumping plant has a capacity of 19,000,000 gallons compared with ours of 35,000,000 a day. Your street-car service compared with ours; your hotels compared with ours; your lights compared with our wonderful illumination; your electric power compared with ours, are almost insignificant. There is no more comparison between the two cities for this exposition purpose than there is between the city of San Francisco and the city of New York. We have recently bonded our city for $45,000,000 and again for $29,000,000 to improve our public buildings, our streets, our sewers, our water plants, and every manner of development of a city. Our State has voted $10,000,000 of bonds to improve our city water front; our State has voted $18,000,000 to make boulevards out of our highways.

One of the attractions of San Francisco is that you can step into an automobile—and we have 45,000 in our State; more than in any other State except New York—step into an automobile and in a half hour—at the cheapest possible rates of hire—you can be speeding through the orchards and through the farms and the mountains or the hills. You can go by automobile to the big trees and to all the attractions that surround the city of San Francisco. In a few hours you can step into an automobile and slip down to the Valley of the Yosemite; you can go to the big trees; you can go to Del Monte; you can go across the bay and in an hour be on Mount Tamalpais. Gentlemen, there is no more comparison between the exposition we have before we begin to build one and the city of New Orleans than there is between black and white when you are looking for white. [Exhibiting panoramas of modern San Francisco.]

One thing more. I want you to know more of the site we have. I want you to see the site that we are offered. We have a $15,000,000 site offered to us by the city. Your chairman can tell you what we have in our Golden Gate Park. This [indicating large painting] represents the tip of our peninsula, the plat marked out is our famous Golden Gate Park, 1,000 acres, with its stadium and lakes, waterways and sewers, water piped in every direction, everything we can ask for there, ready to be turned over to us by the city government, if we so elect, at 48 hours' notice, representing an expenditure in improvement alone of over $15,000,000.

That is the starter before we begin with our $17,500,000 if you please, and then the city of New Orleans pretends and has the effrontery to say to you that they have anything similar to that to offer for an exposition. They can not begin with that, they can not continue. They have neither the attractions of our city nor the accommodations of our city; look at the immense wealth of our State and city which we have to pour into this exposition, compare with New Orleans, and then see if there is any comparison between the cities.

And what do we ask? Absolutely nothing but the courtesy of the United States, the honor of being designated the national host on this occasion. Mr. Hayes, our Congressman, has just pledged you his word that we shall ask for not one dollar, now or hereafter, and when we say that, gentlemen, we are business men and we mean business. We mean just what we say. We are not talking generalities; we are not talking about——

The CHAIRMAN (interrupting). Mr. Scott, you expect to have a Government exhibit there, do you not?

Mr. SCOTT. I will answer that in this way: As far as any Government exhibit made by the National Government by funds out of the National Treasury is concerned, San Francisco pledges herself now not to ask for one dollar from the National Government. If we have national exhibits, those exhibits will be made by the independent States of the United States, and many of them have signified their intention of coming there, but we say now and we will say at all times, as Congressman Hayes has said before me, that we shall not ask the United States for one dollar to install an exhibit or for any other purpose, and I wish to be absolutely clear and unmistaken on that subject.

Mr. LANGLEY. The National Government will pay for its own exhibit; of course, you do not expect the State of California to do that?

Mr. SCOTT. I do not know what the National Government may want to do. But I do not want, by any implication or innuendo or by any misunderstanding, to be put into the position of sliding over this thing. Somebody has said, "They will come back later and say we want the Government to do so and so." If it were not for a feeling that it would be a presumption on our part, we would come to you as Congressmen and would say, we would be delighted to build a government building and to pay for the expense of installing a Government exhibit, because, gentlemen, the United States Government is sick and tired of expositions. Congress is sick and tired of appropriations for them. They have made them every year and they are disgusted with them, and we do not want one cent now or in the future.

Mr. NELSON. What do you expect, Mr. Scott, the Government will do in this matter?

Mr. SCOTT. As far as their representation, we have been to the State Department. We stated that we were even willing to pay for the expense of a Government representation, a Government commission, if necessary. We have offered to put aside enough for the entertainment purposes by which that commission shall come out there and officially entertain the representatives of the world, if the State Department considered it a diplomatic necessity.

The CHAIRMAN. Mr. Scott, do you believe it would comport with the dignity of this country to invite foreign powers to have an exhibit at an exposition and not have its own exhibit there paid for by the Government?

Mr. SCOTT. That depends entirely on what you mean by a Government exhibit.

The CHAIRMAN. Something like they had at Chicago, or St. Louis, or Jamestown, or any other international exposition.

Mr. SCOTT. Mr. Bell who has led our argument assures me that it would be more fitting for Mr. Kahn, who is the official representative of our community, to answer that particular topic. Mr. Kahn has already made his preparation and lined up his thought to cover fully and comprehensively this subject and I think it better for me to restrict myself to the particular topic that I have taken up and cover that. I do not want to anticipate Mr. Kahn, who is the proper party to discuss this on our behalf.

I hope, though, that we will get that matter absolutely thrashed out before this committee, because it is something that San Francisco

desires to be clearly understood upon. There has been a suggestion made at various times that we are jockeying and we want to be understood clearly and definitely and just as straight as one man can talk to another, we want to talk good, straight American business on this matter of not wanting any appropriation.

Now, I have but one word more to say. We have heard much from our southern friends about the hospitality of the South. There has been nothing that I have admired more than the courteous, chivalrous, generous treatment that we have received from our New Orleans friends. I can conceive of nothing more attractive than going to the city of New Orleans to see some of our friends and be entertained in that soft, delightful atmosphere, and lying in a hammock at rest, and having one of their boys shake for a half hour, or 15 minutes, whatever it may be, one of those delicious concoctions with which they have been regaling all of us lately, and forget that the world moves. That is delightful for one stranger, but when you begin to figure on a hundred strangers or a thousand or ten thousand or one hundred thousand, great, big, modern hotels are better.

We are not putting these things up to you—exhibiting these beautiful pictures of disaster in our city and our recovery—to create sympathy. We absolutely disclaim any appeal to such an argument. We are putting it to you purely as a business talk. We are putting it to you to show you what we have done, to convince you, to ask you to take this frame of mind: That a people that can do this thing, that can recover from a calamity like this, that can come back and with a laugh build up a great city of that kind, the most beautiful and modern city of the world, out of the ashes of their homes, that can do this in four years, is a people that deserve and have shown themselves entitled to the honor they ask, the simple courtesy that they ask for. They are a people that certainly have demonstrated to the Government of the United States that they are capable more than any other of handling a great exposition; have shown their responsibility to handle the work that is necessary to properly celebrate the greatest American achievement. I thank you, gentlemen. [Applause.]

Mr. HAYES. Our last speaker this morning will be Representative McKinlay, of the second district of California.

STATEMENT OF HON. DUNCAN E. M'KINLAY, A REPRESENTATIVE FROM THE STATE OF CALIFORNIA.

Mr. MCKINLAY. Since the subject of the rival merits of San Francisco and New Orleans have been so thoroughly gone over I will not attempt to do any more than elaborate and advance one or two features in connection with the subject. In the beginning I will say that if this controversy, or this contention, were being carried on 10 to 15 years ago, I, for one, would be inclined to concede to our rival city of New Orleans the right to the exposition, because at that time, 10 or 15 years ago, perhaps they would have been better situated from the standpoint of the world's trade from a geographical standpoint than San Francisco; but within the last decade and a half the theater of the world's events has been changed. There has been

a transformation. The raising of our flag over the Hawaiian Islands first begun to project our country and our diplomacy and our nationality out into the countries of Asia. Then came the acquisition of the Philippine Islands by the Battle of Manila Bay, and, whether we would or no, as a Nation our flag was carried 7,000 miles across the ocean and planted over the islands of the Philippines.

This brought the West directly into the very center of the world's activities; certainly into the center of American activity. Thirteen years ago we had only one railroad penetrating California, one great transcontinental line; thousands of miles of desert had to be crossed over one railroad. Now we have four railroads, great transcontinental systems, entering California alone.

The operations in the Philippine Islands, the military and other operations, were conducted through the port of San Francisco, and just at this particular time Alaska began to develop and unfold and throw her resources into the American Nation. Now, it is said that in the last 13 or 14 years the wealth of the United States has advanced from $65,000,000,000 to $125,000,000,000, and certainly one-half of that has been because of the development of the great West and the Pacific coast, particularly of the coasts to the north and up Alaska.

Seward purchased Alaska in 1867; he became the object of derision all over the world for having purchased a fog bank and an iceberg for $7,200,000 and a few old ships, and yet, within the last 10 years Alaska has turned out more than $300,000,000 worth of material wealth and is turning it out at the rate of $50,000,000 a year.

Our operations along the Pacific coast have transformed the Pacific Ocean, so far as America is concerned, from something that was of little value to us, something that was unknown, into the great theater of trade and commerce. The Atlantic has been exploited and New Orleans has participated in that exploitation, for years. For over a century she has been in contact with Europe.

Out across the Pacific are new lands, so far as we are concerned unknown lands, and all of them are yet to be exploited by the agents of western trade and commerce, and the United States is rapidly becoming the arbiter and the dominant influence in the affairs of the Asiatic continent. This condition was foretold by Humboldt in the year 1800, when traveling and exploring up and down the coast of Central America. He said—

> Some day the Pacific Ocean will be the great theater of events.

And he said further—

> The little Republic up toward the north will perhaps become the dominating influence in Asia.

This prophecy was reiterated by Seward in 1867. That day is at hand, gentlemen. San Francisco 15 years ago was perhaps the back door of the United States. San Francisco was perhaps of little significance. Our magnificent harbor and bay of San Francisco, so commodious as to be able to accommodate the combined navies of the world, was an unknown quantity to a great part of the population of the United States.

What is the situation to-day? The crossing of the continent by the railroads has forced San Francisco out, as it were, into the most prominent position of any city of the American Nation facing toward Asia. It is through the Golden Gate that the great bulk of Asiatic trade must ebb and flow.

So it has been our policy, in harmony with our ideas of international comity and peace, ever since the war between China and Japan, to conciliate the Asiatic nations. After the Japanese were successful over the Chinese and secured rights of suzerainty over Korea in 1905 and 1906, the nations of Europe, headed by Russia, drove Japan back within her islands and took from her the fruits of her victory. The United States was the only nation that refrained from joining in that spoliation. All the nations of Europe were parties to that plunder, and that was the cause of the great Russo-Japanese War.

The Japanese people were compelled to have territory to receive their overflowing population. The islands of Japan, 600 in number, contain 140,000 square miles, while the State of California alone, having a length of about 800 miles as the crow flies, contains 158,000 square miles—18,000 square miles more than Japan. And yet to-day on those islands of Japan there are 50,000,000 people, increasing at the rate of a million a year. Therefore the policy of Japan has been to secure territory on the coast of Asia. They resurrected an old right which they claimed to have had in Korea, a right of suzerainty, so they had a war with China to establish this right, but the nations of Europe drove them back and they were compelled to find a place to colonize and receive the overflow of their population. The policy of Japan was to secure the Kingdom of Korea, 80,000 square miles in extent, a fine, a beautiful land, and so Japan is pushing on and into the coasts of Asia.

Our policy was to remain neutral, and Japan to-day, despite the theory which is current in some parts of the United States, despite the idea that there is friction between the two countries, I believe that Japan to-day desires the friendship of the United States more than any other nation in this world. All who have studied the progress of years in Asia must know that Russia is only held temporarily in her progress toward the sea. They have rebuilt their railway in Siberia. The great victory of Japan over Russia has only halted for a time the progress of that nation. When the time comes the Russian armies will advance again and will be met by the armies of Japan, and Japan needs the friendship and the assistance of the United States. And I do not believe for one moment—and this opinion is based upon consultation with some of our best Army and naval officers and those who have traveled through Asia—that Japan will fail to do everything on earth to preserve international comity and peace between our country and hers, no matter if some little friction occurs on the Pacific coast in regulating the coming of Asiatic labor.

The exclusion of Asiatic labor will never bring war between Japan and America.

The trade of Asia has grown to be a very important factor in the world's economy, and it has just now become necessary for the United States to study the ebb and flow of commerce and trade of the world. We have paid little attention to that as a nation up to now. Our own great consumptive capacity as a country, our capacity to absorb the output of our own fields and factories and mines, has been nearly sufficient. We have absorbed nearly all we produce. But during the last five years the expansion and the development of our great industrial system has made it necessary for our country now to reach out and secure foreign markets for our products without any question.

Our exports last year amounted to about $1,700,000,000; our imports $1,300,000,000. Last year the shops and mills and factories of the United States turned out in manufactured output about sixteen billion dollars' worth of manufactured products, our farms in the neighborhood of nine billions, our forests and fields six or seven billions more. The output of material wealth in the United States last year was close to thirty billion dollars, one-third of the output of the world's wealth, and we can no longer market it all at home.

We have to send our agents out into the world to find foreign markets. Can we find them in Europe? Not at all. Every European nation is developed to the utmost, and we find from Europe that it is useless to send our agents of diplomacy to ask for more trade. Europe has its settled lines of trade with us and we with them.

But there is the great field of the Orient. China, with 450,000,000 people, is shaking off the sloth and the lassitude and the indifference to progress and the extreme conservatism of 6,000 years. She is beginning to open up her mines, her forests, to build her own ships; she is beginning to trade with the world.

Our policy toward China has been one of conciliation and of international comity. We were the one nation that stood against spoliation at the time of the Boxer uprising, and so has been our attitude toward India. The whole course of our diplomatic policy toward Asia has been one calculated to promote trade and commerce and to facilitate the exchange of products between those great lands and ours.

Now, gentlemen, there are 1,500,000,000 people in the world. There are 350,000,000 in Europe, divided up into 75 nations, kingdoms, and principalities. In Asia, this unexploited part of the world so far as we are concerned, there are to-day 800,000,000 people, more than half the people of the world. There are 450,000,000 in China, 200,000,000 in India, 50,000,000 in Japan, and some more scattered throughout the smaller countries of Asia.

The policy of the United States is to reach out and lay the foundations of future trade and commerce. What better agency could be used for this purpose than for the opening in San Francisco of a great international fair, so that the nations of Asia in close proximity to us—in closer proximity to us than any other part of the United States—may bring to us their wares and exhibit them and thus become acquainted with our American civilization?

Last year the trade of Asia approximated $1,500,000,000. The United States secured less than one hundred million of it. We have been backward. Our merchants have not sent their agents out. Our Department of State has been backward. I was in Shanghai five years ago, and I visited the consulates there. We found that the consulate of Great Britain had about 25 attachés. Some of these attachés went up through the interior of China, back of Shanghai. It was their business to find out and study the commerce and ideas of the trading Chinese and make reports, and the reports are sent to the merchants of England. The Germans had 30; the Japanese 65; France about 25. But we had to take a guide to find the United States consulate, and we would not have found it then if it had not been for the American flag. And the consul told us that he did not even have a typewriter to do his work, and if he wanted to write a report he had to do it himself.

These things are now changed. The State Department is taking cognizance of such matters, and they are sending their commercial agents throughout Asia, because that is the land where we expect to secure trade and commerce. We expect to bring America close to Asia, show our resources to them, and, by maintaining friendly relations, to secure some portion of that trade which is so necessary for the continuation of prosperity in this country. Our industrial situation here is developing, and every day it grows greater, and we must secure these foreign markets or have idle workers at home.

There is no city in the world situated so advantageously to secure a portion of the trade of Asia as the city of San Francisco. Those who know the habits of the Chinese and the Japanese know that they reluctantly trade or do business with those likely to become enemies. Japan has been at swords' points with several of the European nations, and China with many of them. They are naturally anxious to trade with the United States and all they need is the opportunity. Without going further into this, I believe that if the committee will look at this great question from the broad standpoint of the greatest good to the greatest number of people of this Nation, that which will be the best for the United States, they will give this, the greatest exhibition ever given to the world, to San Francisco. It will impress the people of Asia with the fact that our country is the great industrial country of the earth, and will be able to furnish the goods and the commodities their peoples desire to buy. It seems to me this is the agency that ought to be employed, and it is an opportunity that should not lightly be set aside because of sentiment or because we might be able by going to New Orleans to travel a little more cheaply, or because a greater number of the American people might visit that exhibition. This is not to be a county fair or a State fair. It is to be an international fair. As the president of our great California university says:

> The world has been circling and at last the civilization of America penetrates the civilization of Asia. Six or eight thousand years ago, if history is to be believed, the populations of the world came forth from the great mountains and streams of Asia and some of those streams have flowed toward the east, and it seems as if the civilizations established along the coasts of Asia congealed thousands of years ago. Other streams flowed toward the west and became enterprising nations and built up Europe, and America was colonized and the great plains were crossed and the plateaus surmounted and the Divide was passed, the Pacific coast was established and became the great western part of the American Nation.

Now, we have gone over into the Philippines. We do not know how long we will remain there, but the Philippine territory is becoming valuable. Last year their consumption of products amounted to $40,000,000. Up to two years ago we secured only $5,000,000 of that. Last year our trade jumped to $15,000,000.

So, out in the Asiatic countries, out in those nations bordering the Pacific, we must look for the real expansion and the real progress of industrial and commercial America. I do not believe that for a long time America will be halted. I believe we will find some means to restore our merchant marine, and that we will get our share of the trade of the Orient, and so I believe that the construction of this fair in San Francisco will be one of the great agencies that will give to California and the city of San Francisco, and the people of America, that thing most desired, markets in the Asiatic lands and through-

out the world that will be of lasting benefit to our Nation and to our people. [Applause.]

Mr. HAYES. We are greatly indebted to the good nature and patience of this committee, and I very much regret to announce that Mr. Kahn is ill in bed to-day, and not able to appear before you, and I ask that he may be heard on Monday, if possible.

The Chairman. As I understand it, this concludes the hearing on behalf of both cities, with the exception of the concluding arguments by Mr. Kahn and Gov. Sanders. The committee will then meet on Monday morning promptly at 10 o'clock.

Mr. HAYES. Mr. Bartlett desired to say a word, and he has been obliged to go, and if he could have an opportunity to put in five minutes or so on Monday it will be appreciated.

The CHAIRMAN. That will be all right. The committee will now stand adjourned until Monday morning at 10 o'clock.

(Thereupon, at 12 o'clock and 35 minutes, p. m. the committee adjourned until Monday, January 16, 1911).

COMMITTEE ON INDUSTRIAL ARTS AND EXPOSITIONS,
Monday, January 16, 1911.

The committee met at 10 o'clock a. m., Hon. William A. Rodenberg (chairman) presiding.

The CHAIRMAN. The committee will be in order. The Chair understood from Mr. Hayes on Saturday that Congressman Bartlett, of Nevada, wanted to make a short statement preceding the talk of Mr. Kahn.

Mr. KAHN. That is correct.

STATEMENT OF HON. GEORGE A. BARTLETT, A REPRESENTATIVE FROM THE STATE OF NEVADA.

Mr. BARTLETT. Mr. Chairman, gentlemen of the committee, and our good friends from New Orleans: This discussion has proceeded about a week now. While I am a little out of the circle of the two contending groups in this chamber, I have been deeply impressed with one feature of this discussion. Gen. Estopinal, with quiet, confident dignity, summoned the angel of eloquence into this chamber, and the angel promptly floated in and touched the lips of Louisiana's distinguished governor, and from that moment until now there has been a spirit of friendly confidence in each man's position that proves a splendid loyalty to one's own city. It is good to see these gentlemen so earnest and sincere on both sides. I am outside of both cities, outside of both States, but I come from one of the Western States, and, therefore, can speak with a western voice and stand for our western city, to which we give the same loyalty, the same love that obtains in the Southland. This should not be strange to the folks down South, because in the western blood there flows also the blood of the Southland. We have that, and we, too, have something of the same character of loyalty. But aside from the sentimental considerations that prompt the folks of the South for New Orleans, that prompt the people of the West for San Francisco, there is another question to be considered which I deem of especial importance.

The gentlemen from New Orleans have a map, which I see over yonder, a map of our country. If you gentlemen of the committee will look but for a moment you will observe that two-thirds of the territory lies westward from the Father of Waters. In that vast territory is an undeveloped region, a region able to care for millions of people, and yet the magazine known as The Logical Point has the recklessness to state that our population in this country has become, or will soon become, so congested that we must look southward for an outlet. Under the reclamation policy of this Government there is now being developed the agricultural resources of that great West. We have lands that need cultivation. They offer golden opportunities to a people of courage and enterprise. Over in Senator Poindexter's country and the Yakima country are lands that produce the finest fruits and grains on earth. We have irrigation projects down in the Salt River country, in the Truckee-Carson project in my State, in Colorado, Wyoming, Montana, Utah, Arizona, and New Mexico there are projects calling simply for people to come and make homes; and God knows there are innumerable people in congested sections of the East that need homes.

Figures are a little tiresome and I have tried to eliminate them from my remarks; but, my friends, do you know that one of those projects, and that is the Salt River project, where they have a great dam building or about completed which will back up enough water to make a canal from Chicago 2,400 miles out to San Francisco, 300 feet wide, as wide as the Panama Canal itself. Talk about Chicago down to the Gulf, 900 miles, 14 feet deep! You can build a canal from Chicago to San Francisco, 2,400 miles, 300 feet wide, 19 feet deep with the water in one reclamation project.

What does that do? That water opens up for cultivation and the production of crops 140,000 acres and makes homes for God knows how many people, depending upon the units into which it may be cut for entry. That is only one of the largest projects. In the greatest project I referred to a few moments ago, the one up in Washington, and in all of these projects, are thousands of acres awaiting cultivation, awaiting homes, awaiting the building of farms, and awaiting the building of cities, the building up of new industries, the extension of new railroads, supplying a market for the eastern manufacturer until our own shall be established out in that western desert, where the alkali dust so disturbs the gentleman from New Orleans. I would like to take him out into Nevada now. I do not know when he made his trip, but if he would come out there now and cross that desert, where the alkali disturbs his sensitive nostrils so much, he would find that in the Truckee-Carson project, where we have stored and utilized and properly distributed the waters from the Truckee and Carson Rivers and Lake Tahoe, we have builded farms where all the crops can be grown that can be grown in any part of the territory of the United States; where that alkali has been watered and that virgin soil cultivated and made productive by the industry and energy of our people. This Congress owes it to that western land to aid and continue to aid in its development. The holding of this exposition in San Francisco would prove a factor of prime importance in causing travel to the West. The people who would come, if they did not remain, would go away to discuss and talk about it, and it would bring to that western land the people whom it needs.

It has been established here that the attendance of the Seattle and Portland fairs was far in excess of any fair held in the South. Evidently the course of the successful exposition is westward. The other points in this argument have been so fully discussed and reiterated that I have been barred from the privilege of saying as much as I would like to say about San Francisco itself. Enough that we of the West love it for the genius, enterprise, and magnificent courage of its people, and, knowing this, have reason for our faith in her fulfillment of the expectations of the American people in the character of exposition she will give to the world. God Almighty started this exposition business some millions of years ago and has builded in that western country a thousand structures of His own that have attracted the interest of travelers and scientists for years and years. Her tall mountains, which some genius of New Orleans has pictured on a map, a relief map that I have seen somewhere in town—I think it was Shoomaker's, where I occasionally go to get a glass of water—that relief map shows a beautiful flat territory in the Mississippi Valley and eastward, and to the west he has a bunch of mountains built there with no valleys between them. I reckon he thinks we are a herd of goats out there and trip lightly from peak to peak in visits to our neighbors. I would like to take him up on top of one of those mountains and tell him that his feet stand upon mountains that in California and Nevada have two thousand millions of virgin wealth—actual money added to the channels of trade and commerce, which has made the wheels of industry spin throughout the land.

Gentlemen of the committee, I thank you very much indeed for your kind courtesy in permitting me to say a few words in my indorsement of San Francisco. I should like to add to my remarks, to go into the hearings which will be printed for the information of the House, an article written a few months ago by Mr. Blanchard, statistician of the Reclamation Service, relative to various reclamation projects in the West, which article was printed in the National Geographic Magazine. Will that right be granted?

The CHAIRMAN. That right will be granted; yes.

THE SPIRIT OF THE WEST.

THE WONDERFUL AGRICULTURAL DEVELOPMENT SINCE THE DAWN OF IRRIGATION.

[By C. J. Blanchard, United States Reclamation Service.]

The spirit of the West is optimism and progress. It is the spirit that fired the hearts of our forefathers who erected in the primeval forests of New England the superstructure of the greatest Nation on earth. It is the optimism and faith which imbued their descendants who carved an agricultural empire of unparalleled richness from the Mississippi Valley.

Once a wilderness so unpromising that it evoked derision in the halls of Congress, the West has become to-day the land of fortune and opportunity. In this land of boundless distances the altitude is stimulating, the air is a tonic, giving health to the infirm and courage to those who have failed elsewhere. Its constant sunshine encourages optimism and cheerfulness. The glories of its opal-tinted dawns, the indescribable beauty of its sunsets, and the nameless witchery of its twilight softly melting into night are the work of a divine painter.

There is mental and spiritual uplift in its mountains, whose summits are in regions of perpetual snow. Its sapphire lakes, excelling in beauty those of Switzerland, open up a wondrous field of interest and pleasure to the sight-seer and those in search of rest and recreation. The monarchs of its forests cast their shadows on the earth before the coming of the gentle Nazarene.

Its canyons, sculptured during uncounted centuries by wind and wave, are unrivaled in their wonderful and varied coloring and in their awe-inspiring depths.

Its deserts, in vastness of area, in potential wealth of soil and climate, and in rivers of constant supply, are sleeping empires awaiting exploitation and development. Here nature offers to every man his birthright—a wide sky, the sunshine, the wind, and a sure reward for intelligent effort. Here things are writ in characters too vast for human pen.

It is our own land of mystery and enchantment, of crumbling ruins, and of lost races which have vanished utterly.

On the lofty mesas of the painted desert are "tribes whose ceremonies bridge the years between ages of stone and steam" living antique lives in a modern day. Their houses are fortresses erected a hundred years before Columbus sailed the unknown western seas. On their walls the watchman still holds vigil, and in their kivas strangely clad priests recite their prayers, which may antedate those of our own religion.

The late Gov. John A. Johnson well said the West symbolizes "homes for the homeless; food for the hungry; work for the unemployed; land for the landless; gold for the penniless; freedom for the enslaved; adventure for the restless; dangers for the brave; an unknown world to conquer, and room for all."

Irrigation has wrought its miracle, and 13,000,000 acres reclaimed are annually producing harvests valued at more than $250,000,000 and supporting in homes of their own more than 300,000 families. The wealth of that portion of the country which great statesmen in Webster's day were wont to declare worthless is greater now than that of the entire Nation in 1860.

In the swift march of national events during the past decade the development of the West has focussed the attention of the world. It furnishes one of the most inspiring pages in the annals of our commonwealth. It is a story of progress and human achievement—a battle with nature in her sternest and most forbidding aspect.

Future writers will record the irrigation movement as an epoch in our history the far-reaching influence of which overshadowed in importance any other progressive movement since the opening to settlement of the Mississippi Valley. The reclamation of vast areas of our arid and semiarid regions, which is being promoted by the Federal Government and by large corporations working in conjunction with several States, is of profound economic importance to the Nation.

The additional opportunities thus created for homemakers are already serving to check the undesirable efflux of the country people to the city. Millions of acres of desert, unleached by rain and storing in its bosom the fertility gathered there by centuries of washings from hills and mountains, are being quickened by life-giving waters.

Cities, populous and great, have sprung up; rural communities, attractive and properous, broad vistas of fertile fields, and blossoming orchards whose yields are prolific beyond comparison, replace the wastes of sand and sagebrush.

Economic forces are at work to-day in the country, and particularly in the arid West, which are gradually but surely shaping our agricultural development along new lines. In many parts of the irrigated country agriculture now occupies a position of greater dignity among the vocations than ever before. Its place among the scientific professions is now recognized and it is calling more strongly every day for the best talent and brains the Nation affords.

Agriculture in the desert is intensive and calls for and encourages a higher degree of intelligence than is found in humid regions. Farms are small and settlements are compact. There is constant interchange of ideas among the farmers, whose relations become intimate in the transaction of daily business.

Individualism, which is a characteristic of the farming regions of the East, as well as provincialism, are less known in the irrigated sections. The irrigation canal is the connecting link which binds the community together.

This great public utility is controlled and operated for the common benefit. Cooperative management of the irrigation system is a fundamental principle on each of the Government projects. The inevitable tendency of such management has been cooperative organization, which to-day is extended to all the farmers' activities—individual, educational, and social.

Gradually there has grown up a desire for betterment of conditions, and with the coming of ample financial returns there is evidence of a desire to improve the character of home life. The country is becoming citified, and life on the irrigated farm is growing attractive. The isolation and loneliness of farm life where farm homes are far apart are eliminated.

Farm life and its duties under these conditions are regulated to-day very much the same as the man of business orders his affairs. The old haphazard methods of agriculture have no place here, where every acre must be made to give its maximum

yield and where the crop itself is carefully considered with regard to markets and cost of production.

There are to-day in the irrigated West a dozen or more rural communities which in artistic and beautiful homes or in the nearly ideal conditions of home life enjoyed by the people, have no rivals in the East.

As new communities rise, provision is made at once for the educational and religious needs of the people. The centralized graded school is growing in popularity and is being established in many sections. The children are carried to and from the school in carriages. Elementary agriculture is being taught and an effort is being made to inculcate in the child a love of nature and a respect for life in the country.

The daily newspaper keeps the farmer in touch with the outside world and its markets; the circulating library introduces the best literature into his home; the trolley lines now being extended through many irrigated valleys bring the city to his very door.

Throughout the arid West there is evidence of an orderly arrangement of detail and a planning of duties which in time will give us office hours on the farm. When crops are intelligently diversified there is little of the back-breaking heart-discouraging work of the old-time one-crop farm. Crops ripen and are harvested at different intervals, giving the farmer and his family ample time without crowding. Where harvests are sure and there is no interference by reason of rain, the farmer can apportion his time and his work with some degree of accuracy.

It is remarked everywhere in the West that the mental attitude of the farmer has undergone a pronounced change. The factors of better roads, rural delivery, telephones, trolley lines, cooperation, and frequent association with neighbors are primarily responsible.

For several years nearly all professions, from bootblacks in Butte to steeple climbers in New York, have been organizing except farming. Acting alone, the farmer has been for years at the mercy of the commission man or the elevator company.

In the irrigated valleys of the West to-day there have been perfected a number of strong and successful business organizations for handling special crops. Fruit growers' associations in several districts are marketing crops each year valued at millions of dollars and, largely as a result of up-to-date methods, have secured control of the best markets of the world for their products.

The success of these organizations, the opportunities they offer for first-class business ability, as well as the assurance of profits in agriculture, have excited widespread interest among many city-bred people, and have drawn thousands back to the country who could never have been induced to leave the city to take up the old system of farming.

The agricultural colleges report among their students an increasing number of city-bred youths who are perfecting themselves in the advanced lines of agriculture and horticulture preparatory to taking up the profession of farming.

The Reclamation Service began its work in 1902 on the passage of the reclamation act. The first contract was let in September of the next year, and on June 17, 1905, an important project in Nevada was formally opened.

GIGANTIC TASKS ACCOMPLISHED IN FIVE YEARS.

Progress has been rapid and the activities of the bureau have been extended to 26 or more projects, which to date have involved the expenditure of $60,000,000. In the seven and one-half years of its work the service has built 4,215 miles of canal. Placed end to end, these canals would reach from Washington to San Francisco and back to New Orleans. Several of these canals carry whole rivers.

It has excavated 17 miles of tunnels.

Before the end of the year it will have completed four of the highest dams in the world. Its excavations of rock and earth amount to the enormous total of 60,000,000 cubic yards.

Its roads have a total length of 417 miles; telephones, 1,127 miles; levees, 70 miles.

It has purchased 915,751 barrels of cement and has manufactured in its own mill 340,000 barrels. As a result of its work water is available for 750,000 acres on 13,000 farms.

The gross value of crops produced on the lands irrigated by the Government projects in 1910 was $14,038,000. As a result of the work of the Government, it is estimated that land values have increased more than $105,800,000.

The Reclamation Service is entering 1910 with money and plans for completing most of its larger and unfinished masonry structures, and with about three-quarters of a million of acres of arid land under irrigation.

It will finish this year the great Roosevelt Dam in Arizona, one of the most massive in the world. It has completed the Shoshone Dam, in northern Wyoming, the highest

structure of its kind ever built; the Pathfinder Dam, in southern Wyoming; and the Laguna Dam, in Arizona. It will for the first time utilize the Gunnison Tunnel, whose completion was celebrated by President Taft last summer.

The funds available for construction are somewhat less than in previous years, and the organization, which is very elastic, has been cut down to fit reduced expenditures. About 50 skilled men—engineers, experts, and technical assistants—have either sought private employment, have been transferred to other bureaus of the Government, or put on furlough, in order to keep the overhead charges consistent with the expenditures.

Reviewing the history of the Reclamation Service as a whole, its maximum activity and expenditures were in the year 1907. In 1902 the expenditures were less than $100,000, and in 1903 less than $1,000,000. In 1904 they were $2,500,000; in 1905, $5,000,000; in 1906, a little less than $10,000,000; in 1907, nearly $14,000,000. Then the expenditures decreased to $10,000,000 in 1908, to about $9,000,000 in 1909, and in 1910 they will be a little under $8,000,000. It is expected that in 1911 they will shrink to about $7,000,000, which sum will probably continue to be available during after years, assuming that the water-right charges are paid as they fall due.

If Congress should make a loan to the fund, it would, of course, be possible to increase or even double the outlay and finish extensions of various systems in half the time otherwise required.

This is the most critical period in the history of national irrigation since the passage of the reclamation act in 1902. By public notices of the Secretary of the Interior, issued last year, hundreds of water-right installments, involving approximately $1,000,000, became due on April 1, 1910. That date is a memorable one, not only to the settlers, whose entries are liable to cancellation for failure to make the payments due, but also to the Reclamation Service, which is concerned in securing the return of its investment in the engineering works. It is also a matter of interest to citizens of the number of sections containing feasible projects, the construction of which can not be undertaken without additional funds. As the repayments are made through the local land offices and not directly to the service, some time must elapse before the actual amounts collected are known. On a number of the projects, like Sun River, Shoshone, and Huntley, the settlers have already made their initial payments, and will not be delinquent on the second installment until April, 1911, which enables them to market two crops between payments. On several other projects, such as the Minidoka, Klamath, Lower Yellowstone, Belle Fourche, Carlsbad, Truckee-Carson, North Platte, and others, the first settlers have had the use of water for two crops, and it is probable that a majority will be able to meet their obligations without difficulty.

Detailed reports from various sources on each of the projects have been received at Washington. The conditions as a whole are described as favorable for a large return to the Reclamation fund. On several of the projects there will be no delinquents. On a number of projects the engineering work is not fully completed, but water is ready for large areas, and is being supplied on a rental basis pending the announcement of the actual cost of water right. The Reclamation Service has derived considerable revenue from these sources, and at the same time the farmers have been enabled to increase the areas in cultivation. The following financial statement is interesting as showing the status of the reclamation fund and the amounts which thus far have been credited to it through the operations of the Reclamation Service:

Total moneys received and transferred to the reclamation fund from sales of public lands under reclamation act to February 28, 1910, $58,342,617.02. Approximately $4,500,000 are still in the Treasury of the United States, but not yet available.

Moneys received under operations of reclamation act from all sources, in cash and credits, for work done, $2,379,475.04, divided as follows: Town-lot sales, $103,673.91; miscellaneous sales, water rentals, etc., $1,694,844.77; collections on water rights, $814,145.34. This does not include any of the moneys collected for the water rights which were due and payable April 1, 1910.

THE HIGHEST DAM IN THE WORLD.

Among the several large projects, one of especial interest is located in northern Wyoming. When the springtime showers and sunshine fall upon the snowy peaks of the lofty mountains on the eastern rim of Yellowstone Park, a thousand streams will rush downward to fill to brimming the swift-flowing Shoshone River. An important physical change will occur at that time. The flood that once, unchecked and uncontrolled, swept madly through the rock-walled gorge, will beat itself to stillness against a massive wall of concrete with which man has blocked the canyon. A beautiful lake, 100 feet deep and covering 10 square miles, will appear.

In this wonderful gash in the mountains, with perpendicular walls a thousand feet high, the Government has erected the highest dam in the world. It is a wedge of concrete 328 feet from base to top. Its height can only be appreciated when compared with that of some well-known structure. New York's famous Flatiron Building would not reach within 47 feet of the top of the dam, and the tiptop of the dome of the United States Capitol would fall short 21 feet of the parapet.

In the summer, when the crops are thirsty, the big gates will be opened and the pent-up floods will be released into the river below. Another dam, a low structure of concrete, will divert the waters through a tunnel 3¼ miles long into a canal which for 40 miles passes along the upper edge of a broad and fertile valley containing 150,000 acres.

Two years ago it was a desolate waste. To-day it contains more than 200 farmhouses and three thriving towns. Ten thousand acres produced crops last year on this project. With 16 farmhouses along each mile of the main highways, the valley already has a suburban appearance.

More than 250 farm units of 40 to 80 acres each are now available to entry, and offer exceptional opportunities for men of moderate means to secure homes in a prosperous and growing country.

BELLEFOURCHE PROJECT, SOUTH DAKOTA.

Close to the Black Hills, in South Dakota, lies the beautiful valley of Bellefourche, containing 100,000 acres of grass-covered prairie. Many miles of canals have been laid across its level surface, and what was only a short time ago the finest free cattle range in this country is rapidly becoming a compactly settled agricultural community.

An impressive engineering feature of this project is the Owl Creek dam, one of the longest and highest earthen embankments in the world. This structure, now nearing completion, is 6,200 feet long, has a maximum height of 115 feet, and contains 1,600,000 cubic yards of material.

The reservoir created by it will be the largest lake in the State. By means of a deep and wide canal 6½ miles long, the entire flow of Bellefourche River is turned into the reservoir, to be taken out again in the irrigating canals, which will supply 100,000 acres in 1911.

On the second unit, containing 10,000 acres, opened to entry March 1, there are about 60 Government farms awaiting settlers.

MONTANA PROJECTS.

The activities of the Reclamation Service in Montana have resulted in the completion of two large projects and the partial construction of several others. The present plans provide for projects in this State as follows:

	Acres.
Huntley	28,921
Lower Yellowstone	64,622
Sun River	276,000
Milk River	248,000
St. Mary	100,000
Blackfeet (Indian)	132,000
Flathead (Indian)	150,000
Fort Peck (Indian)	130,000
Total	1,129,543

The Huntley and Lower Yellowstone projects are completed, and an important unit of the Sun River project was opened to settlement in 1908. Actual construction has begun on all the other projects except the Fort Peck. On the Flathead project several units have been completed, and water is now available for 13,500 acres, which will be allotted to successful entrymen on May 7.

On the Sun River and Huntley projects there are first-class opportunities for home-seekers to secure farms for which the water is now ready. The Sun River project contains 85 unentered farms, and the Huntley project 224. With the present rate of settlement, however, both projects will be fully taken up before the close of the crop season of 1910.

While all the Government land on the Lower Yellowstone project has been entered, a considerable area of railroad-grant land is available at a maximum price of $2.50 per acre. The development of the valley since the beginning of the work of reclamation has been very rapid, and the time is not far distant when it will be one of the most prosperous districts in the Northwest.

A HARVEST FIELD 20 MILES LONG AND 6 MILES WIDE.

In the southern part of Wyoming, where the North Platte River flows in a deep granite-walled canyon, another masonry dam has been erected. It rises 215 feet above bedrock, and back of it there is a lake with a capacity great enough to cover Rhode Island a foot deep.

Located 45 miles from the nearest railway, its construction was expensive and difficult. All machinery, cement, and provisions for men and horses were brought over the long miles of sagebrush desert.

Down the river many miles another structure of concrete turns the stored water into a canal 95 miles long, whence it is conveyed to the gently sloping valley lands in Wyoming and Nebraska.

In the beginning of the work I visited the valley, and at one particular point I gazed over a broad stretch of prairie. Within the radius of my vision I could count only six farmhouses.

Last year, from the same point, I saw a harvest field 20 miles long and 6 miles wide, and counted 600 homes. To-day on the North Platte project there are more than 1,500 families living in homes of their own. The construction of this irrigation system has already increased land values in the valley more than $4,520,000.

THE MOST SPECTACULAR PROJECT IS IN COLORADO.

Among the valleys of the western slope, two in Colorado have focused the attention of the citizens of the country for the past few years. These are the Uncompahgre and Grand Valleys in the drainage basin of the Grand River, the most important tributary of the Colorado River of the West. Situated on one of the main traveled transcontinental highways, in the midst of the grandest scenery on the continent, no section of the West is more generally known.

It is only within the past few years that the agricultural importance of these valleys has impressed itself on the public mind. Surrounded by a rich mineral zone, the development of mines served to obscure the far greater wealth which is hidden in a soil of wonderful fertility and in a climate adaptable for the production of high-priced crops.

In the Uncompahgre Valley the Government has one of its most spectacular projects. The progress of construction has been widely advertised. For several years two large forces of men have been burrowing night and day through a mountain 2,000 feet high and 6 miles thick, excavating a tunnel, one portal of which is in a profound canyon 3,000 feet deep and the other at the upper end of a broad and fertile valley. The work is nearly concluded; a great underground waterway 6 miles long and capable of carrying a whole river has been excavated.

President Taft, on September 23, 1909, presided at the formal ceremony. He placed a gold bell on a silver plate and the electric connection released the pent-up floods of the Gunnison, and its waters, passing through the mountain, flowed out upon the Uncompahgre Valley to fructify a thirsty desert. The tunnel is lined with cement, as is also the main canal for several miles.

The irrigable area of the Uncompahgre Valley is 140,000 acres, of which 36,000 acres were public at the beginning of the work. Approximately 15,000 acres are yet unentered, but are not at this time open to settlement. Due announcement of the opening of these lands to entry will be made through the public press when the canals are constructed to furnish water to them.

GRAND VALLEY PROJECT, COLORADO.

The preliminary plans have been made for the beginning of construction of a project in Grand Valley to irrigate 53,000 acres, of which 35,000 acres are public. It is expected that two years will be required to complete the works. The irrigable area in the project, in the opinion of horticultural experts, includes some of the finest fruit land in the country. The engineering works proposed include a diversion dam of masonry with a movable crest, maximum height 13 feet and 450 in length, 71 miles of canals and 12,000 feet of tunnels.

FOUR PROSPEROUS TOWNS CREATED IN IDAHO.

In the spring of 1904 I camped for the night on the banks of Snake River, Idaho. My companion, the engineer, confided to me his plans for a great work in this section which was to create in the desert a garden covering 25 square miles. He drew his plans roughly in the sand as we sat by the camp fire.

"Here," he said, "I shall build a dam to turn the waters into huge canals on either side." When I returned another year the dam was finished. Pointing to a landscape of desolation, whose outer ends touched the sky, and on which there was no sign of human habitation, he said: "This desert will one day become a show place—a garden rich and productive, and supporting in comfort a thousand families."

Last year, standing where I did three years before, I realized that the engineer's dream had come true. Look where I would, in any direction, I saw no desert. Cultivated fields, with harvests ready for garnering; pleasant little homes on each 40 and 80 acres; children playing in the sunshine, sturdy and happy; the garden crops being gathered for winter storage gave abundant evidence that the soil was productive, and, when watered gave generous rewards to the farmer.

Twenty-two hundred families are living here to-day, when only a short time ago there was no sign of human life. Four prosperous towns, soon to become cities, have sprung up along the new railroad. This is a transformation to make you rub your eyes with wonder and amazement.

IN STRAWBERRY VALLEY, UTAH.

Bringing water which now flows into the Gulf of California into Utah's great interior basin, from which no streams reach the sea, is an engineering work which is engaging the attention of the Government.

In a camp situated near the snowy summit of the Wasatch Range a large force of men is driving a tunnel 4 miles long through the mountains, which will bring a tributary of the Colorado River into the Salt Lake Valley. A diversion dam in the stream below now diverts the water into a canal for several miles to a point where a power plant has been erected. The water is dropped through a pressure pipe upon the turbines, and the power generated is transmitted to that camp, now almost buried in the snow, where it is utilized to excavate the tunnel.

Far below a beautiful, sunny valley awaits the completion of the work. It lies at the foot of a lordly range of snow-capped mountains, and, with the present irrigation systems, is one of the richest agricultural districts of the State. Its crops are varied, and many are high priced. Peaches and apples do exceptionally well here, the fruit being finely flavored and highly colored.

UMATILLA PROJECT, OREGON.

On the banks of the Columbia River and in the valleys of its numerous tributaries in Washington and Oregon there has been a phenomenal development of irrigation in the past four years. It is only a marker for what is due to follow in the coming years. Here is our true inland empire, a region vast in extent, drained by the noblest river in the West, with soil of great depth and fertility, and a climate unsurpassed for the growing of fruits of unrivaled color and flavor, for vegetables of all kinds, and for the cereals and forage crops of the North Temperate Zone. In parts of this region the growing season is as long as that of many favored valleys in California.

Located on the south bank of the Columbia River, in Oregon, and extending up the valley of the Umatilla River, the service has partially completed the Umatilla project, embracing 20,000 acres of land having an average elevation of 470 feet above sea level. In the beginning of the work, in 1906, this region was largely a sagebrush desert, unattractive and uninviting.

On the occasion of my first visit there, before construction had begun, one could drive for miles and never see a habitation. Where the thriving young city of Hermiston now stands, with its solid blocks of brick buildings, its fine schools and churches, and its charming bungalows, there were exactly three houses in sight. To-day there are probably 700 people residing here.

An attractive feature about life in this community is due to the fact that the farms are small. Many homes have been established on 5 and 10 acre farms, which are located all about the town. Trees have been planted to shade the streets and lawns, and thousands of acres of orchards are being laid out.

The question of a municipal water supply is being agitated in Hermiston. Near the new city a tract of land embracing 40 acres has been reserved. It contains a spring which will furnish a water supply for a city of 50,000 inhabitants, and its water can be carried in pipes by gravity to any part of the town. A reservoir site has been found on the side of the high butte just outside of town, into which the spring water can be readily pumped. This will insure a water system with sufficient pressure to furnish protection from fire.

While land values have increased rapidly, as the result of the Government's work here, the prices are not regarded as unreasonable when compared with other irrigated valleys in the Columbia Basin.

THE LARGEST PROJECT IS AT YAKIMA.

The largest irrigation project of the Government is in Washington, on the eastern side of the Cascade Mountains, in the valley of the Yakima River. A number of beautiful lakes have been acquired by the service and are being utilized as storage reservoirs to supplement the stream flow.

An interesting feature of the work here has been the construction of the Tieton Canal, which for several miles hugs the edge of a precipice several hundred feet above the river. This is a cement-lined ditch, and the placing of the lining was a difficult task.

Cement forms made in the valley near the stream were carried up the steep canyon side on cableways, or by means of cars, and then set in place. More than 2 miles of the canal is in tunnel, and for several miles it winds around the edge of a perpendicular cliff.

In the Yakima River the Government has a concrete dam which diverts the water into the Sunnyside Canal and irrigates to-day 45,000 acres, but which ultimately will supply 94,000.

The Yakima Valley is probably the best advertised agricultural district in the Northwest, and contains some of the most valuable agricultural and fruit lands in the world. It is to-day a region of small farms intensively cultivated.

The character of farm homes is as attractive here as can be found in any farming region in the world. In variety of crops it is not excelled by southern California, while in profitable yields it probably ranks with that favored section of the Southwest. A crop census of the lands irrigated by the Sunnyside Canal in 1909 showed a gross average yield per acre of $70.

Some of the crop yields reported are difficult to credit:

Strawberries, per acre	$150– $400
Cherries, per acre	150– 350
Peaches, per acre	200–1,000
Apples, per acre	200– 800

A strong organization of fruit growers has been in existence here for a number of years, and as a result the fruit of the Yakima orchards finds a market to-day all over the world. We are glad to pay $1.50 per dozen in Washington now for Yakima Winesaps and Spitzenbergs, or about three times what we pay for oranges.

OKANOGAN PROJECT, WASHINGTON.

One of the most interesting sections of the Northwest agriculturally is the Okanogan Valley, in northern Washington. While the project now being built in this valley by the service is classed as one of the minor works, it is destined in the near future to add 10,000 acres of the most valuable land in the West to the cultivated area of the State. The orchards of this valley are among the most attractive in the world, and the fruit grown ranks with the best on the market.

For many years the valley has been so remote from transportation that its development has been slow. The Great Northern is now building a branch northward into it, and before this season's crops are gathered the Okanogan country will be in position to market its products in competition with the other celebrated fruit-growing districts of the Northwest.

TEN APPLICANTS FOR EACH FARM—THE YUMA PROJECT.

The wonders of the delta of the Colorado River have been described so often that the public is now quite familiar with the valley of the American Nile. As proof of the public's interest in this region, nothing better can be mentioned than the recent opening of the first unit of the Yuma project, in California, on March 1, 1910. On that date 174 farms, averaging 40 acres each, were thrown open to entry, and there were approximately ten applicants for each farm. Successive units to be opened as the work proceed, are likely to prove as attractive as the first to homeseekers.

Just now the engineers are boring a tunnel under the river, in which it is proposed to lay a concrete-lined siphon 1,000 feet long, with an internal diameter of 14 feet. In this siphon a portion of the waters of the big canal on the California side will be passed under the river to the canal on the Arizona side. Considerable power will be developed at the outlet of the siphon, which will be utilized to lift water to the lands above the gravity system.

SALT RIVER PROJECT, ARIZONA.

I shall never forget my first impression of the Salt River Valley. There was a whisper of spring in the soft and fragrant air that morning when I stepped from the Pullman car. After a dusty and tedious journey across the desert, the picture that greeted my eyes was that of another and a tropical land. In the early dawn the summits of the distant hills were glowing "like a Catherine pear the side that's next the sun."

In the grounds about the capitol the vegetation was almost tropical in its luxuriance and variety. Here and there were wide avenues of magnificent palms, or shapely umbrella trees, with pleasant homes almost hidden by vines and flowers. Almond trees in blossom filled the air with fragrance. In succeeding visits to this sunny valley I have been impressed and fascinated with its future possibilities. The wide variety of crops which may be produced profitably here must attract agricultural experts from all parts of the country.

There is not a single day in the year when nature is not ready and willing to respond to the industry of the husbandman. The oranges are of superior quality and flavor. Dates yield abundantly, as also do figs, lemons, grape fruit, olives, and peaches.

Five to seven cuttings of alfalfa are grown, averaging 7 to 10 tons per acre.

OSTRICH FARMING IS VERY PROFITABLE.

Ostrich farming is proving a very profitable industry, and nearly 8,000 birds are now owned in the valley. I am told each full-grown bird is good for $30 worth of feathers annually. An infinite variety of small fruits and vegetables, harvested early when the markets are best, make the truck industry a profitable one. For eight months in the year the climate here is unsurpassed.

The activities of the Government, which began in this valley almost immediately after the passage of the reclamation law, have resulted in a large increase in population and in land values.

As an engineering task, the irrigation work laid out here by the engineers, and now nearing completion, is perhaps the most interesting as well as the most important yet undertaken. To provide an adequate water supply for 240,000 acres of land which, when irrigated, jump in value from nothing to $100 or more an acre is a task well worthy of consideration. This is especially true if an investment of $8,500,000 will accomplish it.

Difficult and trying indeed has been the task, owing to the physical conditions and the extremely erratic character of the river which furnishes the water. To understand the problem it is necessary to view the work on the ground.

The journey from Mesa, in the valley, to the scene of the big work covers a distance of 62 miles, 20 miles of which are across the desert. Here is a region quite unique in itself and differing materially from the deserts to the north. Its vegetation is more varied and interesting. The giant cactus here attains a great height and is often found in groves. A hundred species of thorny plants grow here.

At the end of the road across the desert we come upon a range of mountains whose pinnacled peaks rise straight up from the plain. Here our road leaves the desert and we enter a region rugged, upended, with rocks painted in wonderful colors.

The Government has carved this highway for many miles from the walls of rock. It is an inspiring trip, which would be terrifying but for the fact the road is broad and the grades are gentle.

At the end of our journey we stand on the brink of the wonderful gorge Salt River has cut through the mountains. Far below us the stream winds its way in a deep and shadowy canyon. Across the entrance to that gash in the sandstone cliffs the engineers have thrust a massive dam of rock and cement, which for all time will check the floods of the turbulent stream.

THE ROOSEVELT DAM.

The Roosevelt Dam, which is about completed as you read the story to-day, is in many respects the most remarkable structure of its kind in the world. Its towering height, 280 feet, its length on top, 1,080 feet, the inspiring scenery in which it is located, and the enormous capacity of the reservoir created by it combine to make it one of the most stupendous engineering works of modern times.

Conceive, if you can, two valleys—one 12 miles, the other 15 miles in length, and each from 1 to 3 miles wide—transformed into a lake 200 feet deep in places, and containing enough water to cover Delaware a foot deep.

The Salt River reservoir, when full, has a capacity sufficient to fill a canal 300 feet wide and 19 feet deep extending from Chicago to San Francisco. It would sub-

merge the entire city of Chicago, which embraces 190 square miles, a depth of 11½ feet.

My one regret is that the space allotted me is too little to permit me to describe the charms and advantages of other projects of the Government. I should like to tell you of the opportunities on the Klamath project, located in southern Oregon in a region of unrivaled scenic beauty; of the wonderful progress made in the Boise Valley, in Idaho, and the promise of even greater advance as the work of the Government nears completion; of the Orland project, in the Sacramento Valley, the land of fruits and flowers; of the Rio Grande Valley, where there will one day be erected the most stupendous dam in the West—a region in which irrigation began before the Spanish invasion, which will become fruitful and prosperous.

The beacon of hope shines brightly in the West. It beckons the landless man to the manless land.

Mr. KAHN. Mr. Chairman, since the last hearing of the committee the mayor of San Francisco has arrived, and I would like to ask your indulgence to hear him for just three or four minutes.

The CHAIRMAN. Very well.

Mr. KAHN. Mayor McCarthy.

STATEMENT OF HON. PATRICK H. M'CARTHY, MAYOR OF THE CITY AND COUNTY OF SAN FRANCISCO.

Mr. MCCARTHY. Mr. Chairman and gentlemen of the committee, I thank you very much for permitting me to address you this morning and giving, as you have, three or four minutes, which will be about two minutes more than I will take up. I feel, Mr. Chairman and gentlemen, that this question, in so far as San Francisco is concerned, has been thoroughly covered; if not, it will be, as I understand Congressman Kahn will follow me. As a result, I have not come across the continent and enjoyed that very pleasant trip for the privilege of addressing this committee. I have come across the continent to invite you, in behalf of the people of San Francisco, and your associates, and through you the American people generally, to attend, through the courtesy of the legislative department of this Government, the exposition to be held in that most beautiful of all cities, San Francisco, in 1915. I thank you. [Applause.]

STATEMENT OF HON. JULIUS KAHN, A REPRESENTATIVE FROM THE STATE OF CALIFORNIA.

Mr. KAHN. Mr Chairman and gentlemen of the committee, I regret exceedingly that I should have delayed the hearings in this matter on account of my ill health, but I will sum up San Francisco's case this morning, feeling confident that the committee will weigh everything that has been said on both sides of the question, and feeling confident, too, that ultimately you will decide in San Francisco's favor. I want to add further, that whatever I may say this morning in criticism of some statements that have been made by the gentlemen on the other side is said in the friendliest manner; there is no desire on my part to be bitter, and I want to be absolutely fair.

It is well, at the beginning, to outline the steps San Francisco has taken for an exposition in connection with the celebration of the completion of the greatest engineering feat, probably, in the history of the world. Mr. Bell told you last Friday, I believe, that it was Mr. R. B. Hale, of San Francisco, who, at a large gathering of citizens

first discussed this very matter and brought it to the attention of the people of California. In 1906, after a number of interviews with representative business men of San Francisco and with the officers of commercial organizations, I introduced in the House of Representatives, tentatively, a bill for an exposition at San Francisco in 1913. I was interviewed about the matter at the time, and the interviews are extant in the papers of that day, and I specifically stated that it was the desire of San Francisco to give notice to the world thus early that she would hold an international exposition at the time of the completion of the Panama Canal, and also to celebrate the four hundredth anniversary of the discovery of the Pacific Ocean by Balboa. That bill was introduced in January, 1906. Three months later came that terrible disaster that overwhelmed the business and financial sections of San Francisco. Of course, for the time being we had to drop the exposition matter. We commenced to rebuild our city, to rehabilitate it, and for three years we worked incessantly to accomplish that result.

Finally, toward the beginning of October, 1909, we felt that we had earned a holiday, and we decided to hold a local celebration, which we called the Portola Festival, in honor of the discoverer of San Francisco Bay, it being the one hundred and fortieth anniversary of the discovery of that superb body of water. It was an overwhelming success. Four hundred and eighty thousand visitors came, not alone from the vicinity of San Francisco, but from the Pacific Coast States, from Middle Western States, and even from New York, and New Yorkers, in interviews published in the San Francisco newspapers, stated that the pageants and the decorations and the wonderful electrical effects were far superior to the Hudson-Fulton Festival that had just been held in New York. Then our citizens immediately took up the work again of launching the Panama-Pacific International Exposition. At the beginning of the short session of Congress I introduced the bill of which I spoke several days ago. It called for the appropriation of $5,000,000. It was in the usual form of exposition bills. It directed that the exposition be inaugurated by the Government of the United States, and provided for a Government commission. It was assigned to this committee. Subsequently there was a great mass meeting in San Francisco. The leading business men were there. I had been in San Francisco but a few weeks before and told the members of the various commercial organizations that there was a deep-seated feeling in Congress against any financial assistance for expositions. They raised among themselves at that mass meeting, within two hours, $4,089,000, and it became evident to the projectors of the meeting that it would be easy to raise $7,500,000 by private subscriptions.

They did not know what they could do in a financial way until they tried, for when they did try they found that the people of California were so enthusiastically in earnest that they were willing to go into their pockets and subscribe more liberally than any other community in the entire United States had ever subscribed for exposition purposes. And so a committee was appointed, headed by the governor of the State, to come to Washington and ask that a new resolution be introduced without any request for Government aid. I introduced that resolution at the request of that committee, representing, as it did, the people of the State of California. The gov-

ernor was at the head of it, the mayor of San Francisco was a member, one of our justices of the supreme court was a member, ex-Secretary of the Navy, Mr. Metcalf, was a member, and prominent citizens from every section of the State made up its personnel. The governor, having been a Member of Congress himself, soon learned what the temper of Congress was with reference to loans or appropriations in furtherance of expositions, and we decided then that we would not ask for a dollar of money from the Government of the United States for the Panama-Pacific International Exposition. That resolution (H. J. Res. 213), as I say, was introduced by me, and two days later New Orleans made her first move. She introduced a resolution (H. J. Res. 214), through her Representative, Gen. Estopinal, in identically the same language as mine, with the exception that the words "New Orleans" and "Louisiana" appeared wherever in my resolution the words "San Francisco" and "California" appeared. My resolution provided for the celebration not only of the completion of the canal, but also the discovery of the Pacific Ocean, and this first New Orleans resolution also provided for the celebration of the discovery of the Pacific Ocean. About a week later New Orleans put in her second resolution (H. J. Res. 218), and that, like mine, went to the Foreign Affairs Committee. I was surprised to hear my good friend, Gen. Estopinal, and my distinguished friend, Mr. Wickliffe, plead the baby act, and say, "Yes, we went before that committee to be heard, but we were forced to go there." I am surprised at it. Nobody forced them. They went of their own accord. No one forced them to introduce a resolution. They did it of their own accord, and they had a full, fair, and free hearing, just as San Francisco had.

Now, at those hearings before the Foreign Affairs Committee the governor of Louisiana stated the position of his people, in answer to a question by Mr. Garner of Texas, which reads:

> Does your company or your State expect in the future to ask anything of Congress in the way of an appropriation?

And Gov. Sanders replied:

> I am going to be just as frank with you about that as possible. We regard the celebration of the opening of the Panama Canal as a national affair. We are not asking for an appropriation. We are asking for a location. But in the years to come, if Congress looks at this thing from a broad national standpoint, my belief is that they will help the fair, no matter where located. And my belief is, Mr. Garner, that they ought to help the fair, no matter where located, and from the experience that Congress has had, judging from the celebration in Philadelphia, in 1876, down to the last one of international importance at St. Louis, I have no reason to believe that this Congress will not help this celebration, wherever held.

That has been their position all the way through this controversy; they expect Congress to help the fair, and this very bill which is pending here to-day is intended to have Congress designate New Orleans in order that New Orleans may demand help for her fair. What did the governor say at the present hearing with respect to the matter? This is what he said:

> If this is a matter of national importance then, Mr. Chairman, it is worthy of national consideration. If this is a matter of such importance, that all the peoples of the earth should be asked to be gathered at a given point, then it is worthy of national consideration and national supervision. And that bill that you are called upon to consider, introduced by Gen. Estopinal, does put the control of this exposition at New Orleans in the hands and under the direction of the National Government, and it is right and proper that this exposition should be under the supervision of the National Government.

Now, if New Orleans were absolutely sincere in not asking for national aid she would do just as San Francisco has done, stand by her resolution of invitation, pure and simple. That accomplishes all that she now claims she is trying to accomplish. It authorizes the President of the United States to issue an invitation to foreign nations and it makes no provision whatever for Government supervision or Government control, nor does it inaugurate through the Government any exposition, and that is the crux of this entire proposition. You all know what the sentiment of the House is with respect to appropriations for expositions.

Mr. NELSON. I do not wish to interrupt your argument, but are you going to explain what San Francisco expects Congress to do with reference to buildings for the exposition?

Mr. KAHN. Her resolution speaks for itself; and the bill which is pending before this committee speaks for itself.

The CHAIRMAN. You mean San Francisco?

Mr. NELSON. I mean San Francisco.

Mr. KAHN. Yes, I will explain her position thoroughly; I will go into that very thoroughly in a few moments.

Mr. NELSON. All right.

Mr. KAHN. Now, as Mr. Bell so ably explained the other day to this committee, New Orleans, or her exposition company, can not collect a dollar of the money that would be raised under her bond issue unless the Congress of the United States inaugurates or creates her exposition. It is expressly nominated in the bond, and she can not get a dollar without congressional recognition. Now, this matter of Government aid for expositions is a pretty old one. When the first proposition came up in the Congress of the United States for the Centennial Exposition, if you will take the time to read the debates, you will discover that Members on the floor of both Houses were fearful that it was going to cost the Government a great deal of money. The centennial managers said it would not cost the Government any money at all. And in one of the supplementary bills which was passed in aid of that exposition the Congress inserted this very provision:

Provided, however, That the United States shall not be liable, directly or indirectly, for any expenses attending such exposition or by reason of the same.

And, I dare say that the members of the Centennial Commission felt that they would not require any money at the time that provision was put into the bill. But why did they come to Congress subsequently? What gave them their standing before Congress? They appealed to Congress upon this ground:

You have inaugurated this exposition; it is your baby, it is your creature, it was created by this Government, and national honor demands that you should come to its assistance.

That appeal opened the purse strings of the Nation and they got their appropriations. San Francisco realizes her own ability, and she does not intend to put herself in any position where she can even come to the Congress of the United States at a later day and say "pull us out of the hole." We know what we can do in the West; we know what we are capable of; we have such absolute faith in our ability to make a success of this enterprise that we will burn all our bridges behind us and stand purely upon our own proposition, namely, that we, and we alone, will finance this undertaking.

Now, since San Francisco has made her position so absolutely clear, the governor of Louisiana states before this committee that he desires you not to consider the proposition for a million-dollar appropriation for a Government exhibit at New Orleans. This is what the governor said here on last Friday morning:

On behalf of the company having in charge the celebration of this event in New Orleans I desire to make this statement: Our position from the very beginning regarding governmental aid has been that we believe it to be the duty of the Government to make such appropriation for exhibit purposes as the Government itself may deem fit and proper. We understand, however, that there is some objection to the Estopinal bill on the ground that it carries with it a million-dollar appropriation for a governmental exhibit. If, in the wisdom of the committee and this Congress, it desires to strike that portion of the bill out, we will acquiesce in that with this distinct understanding that we do not believe or in any way admit the principle that the Government should not pay for its own exhibit, nor do we in any way, shape, or form bind ourselves not to ask for the Government to make such an exhibit. We want to make that statement, Mr. Chairman, in justice to ourselves and in justice to the committee, and in justice to our opponents who will now follow us.

Our position has not changed, nor will it change in this matter, no matter what may be the action of the committee, whether it strikes out the appropriation of a million dollars or not. We think that this Government, wherever an exposition will be held, should bear the expense for its own exhibit. If it is held in San Francisco, we certainly will expect every Member of Congress from Louisiana to vote for a governmental exhibit there.

Now, we do not take any position of that kind. We don't intend to ask for an appropriation at any time. But even if you do eliminate the million-dollar appropriation from the Estopinal bill which is before you, that bill still commits the Government of the United States to this New Orleans exposition. There is provision for a Government commission. The language of the bill, if you will permit me to read it to you, right in the preamble, is as follows:

Whereas, such an exhibition should be national and international in character, so that not only the people of the United States and the insular possessions thereof, but all the nations of the world as well, can participate, and should therefore have the sanction of the United States.

That is the very language that enables them to collect on their bonds. If you strike out that language and they do not receive the sanction of the United States, as expressed by Congress, they will not have a single cent with which to build their exposition. All the way through the provisions of this bill disclose the fact that it is to be a Government exposition. As I stated a moment ago, there is a Government commission. The President appoints that Government commission; the Secretary of State calls the commission together; all the functions of the Government are called into play, and that fact, and that alone, will enable them to hold any exposition, because if they do not have that Government sanction they can not get their money.

Now, there is a division of sentiment down in New Orleans to-day as to just what they ought to do about it. It has worried them, worried them a good deal. I have here editorials from their two leading newspapers of January 13. This is what the Picayune says:

The delegation from Louisiana, assisted by distinguished citizens from the sister State of Mississippi, now at Washington, have rendered great service in working for congressional recognition of New Orleans as the locality for the holding of the Panama Canal Exposition. New Orleans made an important coup yesterday in withdrawing from her exposition bill the request for an appropriation by the United States Government of $1,000,000. The San Francisco delegation in Congress had previously asked for a congressional appropriation of five millions, but, having withdrawn the

request, it was thought that New Orleans should put herself on the same basis of asking no pecuniary favors. But the New Orleans bill which contained the request for the million appropriation provided that the President should appoint on the part of the Government a board with power and authority to supervise the financial affairs of the exposition and to employ accountants and other officials to be paid by the exposition company for their services. Now, that no money is asked or expected from the National Government it can scarcely be supposed that the National Government would have any right of supervision over the New Orleans exposition funds or should desire from any point of view to supervise them, and it would seem wise to cancel the proposition for a supervision committee. As the proposition now stands, if the exposition should be held at New Orleans, the exposition company would make every needed provision for housing and displaying any exhibit "Uncle Sam" might make, and possibly for the maintenance and support of Government officials and employees who might be sent here on any Government business.

Whether the Government would pay freight on the material of its exhibit will be governed by usage in such cases, but the only thing for which the exposition would be indebted to the Government would be the official consent for the locating of the exposition and the invitation extended to foreign Governments. This absolute severance and complete dissociation on the part of the National Government of any connection or pecuniary participation in a national and international exposition is a new departure in such matters, but it is the proper relation the Government should hold to a Southern State, and it is all we should ask or expect. It only will result in putting New Orleans and Louisiana on their mettle and inspire them to do their best and with no favors to expect from any source. All the pride and energy of our people are aroused, and if they are given the opportunity they will succeed.

That is from the Picayune. This is from the New Orleans Times-Democrat of the same date. It is a lengthy editorial, but the portion with reference to Government appropriation is the last paragraph:

There was some talk yesterday of New Orleans withdrawing that portion of the bill which provides for Federal aid to the exposition, in order to win some twenty odd votes. We hope that this great sacrifice will not be made, and reports from Washington would indicate that it is not necessary. Congress provided for the Philadelphia Centennial of 1876 without an appropriation, and although the money was voted later, a few months before the exposition opened, the original failure caused great demoralization, injury, and delay, and marred the success of our first world's fair. This was recognized as so serious a blunder that it has never been repeated with any really national exposition.

Now, here you have two New Orleans newspapers, one saying that all requests for money should be abandoned; the other saying that the request for money should not be abandoned. Why, gentlemen from Louisiana, you have your community divided against itself. In California, on the other hand, everybody is agreed that we are in a position to finance this undertaking ourselves without asking for a single cent from the Congress of the United States. Now, if New Orleans really wants nothing but the location, as indicated by the Governor of Louisiana the other day when he withdrew the request for an appropriation, there is already on the files of the House, or, rather, on the calendar of the House, the resolution of Mr. Estopinal, reported to the House by the Committee on Foreign Affairs, which will enable us to get squarely before the House upon that proposition; we can take a vote upon it almost any day, and the House will have immediate opportunity to say whether the invitation shall be extended on behalf of San Francisco or on behalf of New Orleans. But the gentlemen from New Orleans can not risk their fair on that proposition; they would not have any money to hold the fair on that proposition; for they have to come to Congress and get Congress to inaugurate the fair, otherwise they can not hold it.

In behalf of San Francisco, in behalf of her delegation, and in behalf of the people of California, I repeat, without equivocation and

with no mental reservation, that we do not propose at any time to ask for a single cent of money in any way, shape, or manner for this exposition.

Mr. WICKLIFFE. Will the gentleman permit me to interrupt him for just this one question? I will ask you if on the 20th of December you did not state on the floor of the House that at a later date it was probable you would appear and ask for an appropriation for a Government exhibit?

Mr. KAHN. I do not know whether I used that exact language. I said something to that effect, however. But I qualified it at that time even, as you will see if you will read the express language.

Mr. WICKLIFFE. Suppose you let me read it:

Mr. COX of Indiana. Will the people of your State ask for an appropriation to require the Federal Government to make an exhibit at the exposition?

Mr. KAHN. The people of my city will possibly do that later, but at the present time and during this Congress they do not propose to ask anything of that kind.

Mr. COX of Indiana. Have the people of your city or the committee in charge of the measure made any estimate as to the amount they will likely ask, if any, for this purpose?

Mr. KAHN. The committee have been looking up the statistics to show what the Government has done heretofore at other expositions, but it is the present desire of the directors of the exposition company to submit that matter, if it is submitted at all, to Congress and ask the Congress to fix the amount. We will certainly not ask anything that will exceed any amount that has been allowed heretofore for a Federal exhibit.

Mr. KAHN. That is exactly correct; the matter will be submitted, if it is submitted at all, to Congress. And as a matter of fact, when the directors of the exposition company went into the figures they found that the appropriations for different expositions varied so much that they decided positively and emphatically not to ask for a single cent, and now, through me, they declare their position on that matter as a finality.

Mr. WICKLIFFE. Then the gentleman has changed his position within the last two or three weeks?

Mr. KAHN. The gentleman has not changed his position.

Mr. WICKLIFFE. Then you stand by what you said on the 20th of December?

Mr. KAHN. I qualified it; I said that the directors of the exposition were giving the matter thorough investigation. And they did investigate it, and they came to the conclusion absolutely that they did not want a dollar, even for a Government exhibit. They submit it now. I said they would submit it later; I submit it to this committee here and now, and state emphatically that that is their position in the matter.

Mr. CULLOP. I would like to ask you a question. Do you propose, in view of your statement, for the Government to make an exhibit at the exposition if it is held at San Francisco?

Mr. KAHN. No, sir.

The CHAIRMAN. I wish you would elaborate that.

Mr. KAHN. We will ask the various States of the Union and the municipalities of this country to exhibit. There have been Government exhibits at practically every exposition held in this country; it is not a novelty. It is nothing new. It does not add much to the success or failure of an exposition. It is frequently asked for in order to get a big sum of money to help build up an exposition and make a showing. We have $17,500,000, as much as Chicago had to put up

her exposition, and we do not need the Government's exhibit to make ours a success.

Mr. CULLOP. Is it your purpose, then, for the Government to invite the other nations to make an exhibit and then not have one of this Government's there?

Mr. KAHN. Let me explain my position and the position of my people clearly upon that point. That is a question that has been asked a good many times.

The CHAIRMAN. I think that is very important; I think I would make that very clear if I were you.

Mr. KAHN. Yes; I will explain it exactly. I said a moment ago that we will ask the States, and that we will ask the municipalities to make exhibits; we will appoint our commissioners to go to the various State legislatures and appear before the various city councils, and present our claims. We can do that without fear of being turned down, because whenever there has been an exposition in any section of this country and an appeal for a California display was made to our people, the people of California, through their legislature, have invariably appropriated large sums of money for a California display; thus we expended $300,000 at Chicago, $130,000 at St. Louis, $40,000 at Buffalo, and so on all the way down the line, even to $10,000 at New Orleans in 1885. And we feel assured that when the California commissioners go to the various States and the various municipalities, their appeals will not be in vain. But we are taking the chances on that and we are willing to take them.

Now, so far as the foreign governments are concerned, we do not know, frankly, what the feeling is over there toward expositions. We know what it is here in Washington; we know that there is an intense feeling against giving a single dollar for an exposition. It may be that in some of the countries of Europe they are exposition sick, too, and that we will have some difficulty in getting them to appropriate moneys for that purpose. But even in foreign expositions California has done her share to make them a success. We sent over one of our big trees to the Crystal Palace, in London, and made a display there; we voted $130,000 for an exhibit in Paris; we voted money for an exhibition at Hamburg; we voted money for an exhibition at Turin and at Rome. Why there scarcely has been an exposition held in all Europe where California has not gone to the front and made a display, and when her commissioners, following the invitation of the President of the United States, present themselves to these foreign governments, we feel absolutely confident that we will secure exhibits from them, even though our own Government does not make an exhibit. We have been exceedingly liberal in such matters. Why, I am amazed that the great Mississippi Valley, which has had three international expositions, should wish to deny San Francisco—that city of which every American ought to be more than proud—the poor boon of simply extending an invitation to foreign governments to exhibit at the international exposition there in 1915. That is our position. She will send her commissioners—the State of California will—and we feel confident of the result. We know what we can do.

Why, back in 1893 and 1894, when this country was in the throes of a panic, right on the heels of the Chicago exposition, the people of San Francisco went down into their pockets and raised $300,000 for a midwinter fair. They built a fair that cost $1,250,000. They never

had a 5-cent piece from the city, nor the State, nor the Nation; they paid every obligation, sent back the exhibits to the places where they originated, as they had agreed to do, never once appealing to an individual to help them out financially or otherwise, and they had a surplus in the treasury when it was all over. That is what makes us feel confident, for we know what we can do; we have had the experience. We have handled large crowds, and we know the people for whom we speak. Why, the Portola Festival, of which mention has been made, did not even test the full capacity of all our hotels and our restaurants, and we had 480,000 nonresident people within our gates, strangers within our gates. There were fully in the neighborhood of 900,000 people in San Francisco during that festival. We know what we can do. Why, a week or ten days ago we had an aviation meet in San Francasco; a similar one was held in New Orleans several weeks ago. A Member of the House who was present during that aviation meet told some of our members that the mayor of New Orleans had to appeal through the newspapers to the people there to patronize it, while we, at San Francasco, on the opening day of our aviation meet, had 100,000 spectators who paid admissions into the grounds. That is the difference; that tells the whole story; that shows what the two cities are respectively capable of doing.

Now, what is the purpose of expositions? Is it simply to enable a manufacturer or a producer to put up a beautiful exhibit? Why, you and I know that it would not pay him to do that. He goes to an exposition in order to create a new market, in order to be better able to sell his wares, in order to let the world at large know what he is producing and to get customers to buy. That is the purpose of an exposition; and where is there a better market in the world to-day than in the great and growing West?

My friend, Mr. Knowland, on last Saturday, told you of the marvelous growth that has been made in the population of the West. The gentleman who is the president of the Tulane University—a very able man, I assume, I presume, he is; in fact, I do not doubt it for a moment, for he could not hold that position if he were not—came here and in a sneering manner told you that we had a capacity for padding our census in a bungling manner. I want to tell that gentleman something about the census of San Francisco. Ten years ago the supervisor of the census there was a university professor; in the case of this last census many of the students of Berkeley and Stanford took the examination and were appointed enumerators, and when he intimates that the university students and university professors bunglingly pad the census I am afraid he is unwittingly denouncing his own compeers and aspersing the character and fair fame of university professors and university students generally. We have no fear but that a thorough investigation of the census of California would indicate that we have grown just as the census figures have given; why, the whole West has grown; it is not California alone; the entire West has grown; and when these gentlemen paraphrase the poem of Bishop Berkeley and speak of the star of empire taking its course southward, we rather admire the figure of speech, but we know that the facts do not bear it out.

Now, San Francisco is the one city in the world where the Occident and the Orient meet. It is probably the most cosmopolitan city in

the world. There is no doubt but that it is one of the most cosmopolitan. We have representatives of every race and from every clime in that city. We have in our universities students from Central America, from South America, students from Mexico, students from China, students from Japan, students from the Philippines, students from all over the East, and from all over the world. Such matters speak for themselves regarding the cosmopolitan character of our people.

The advocates of New Orleans, during these hearings, dwelt principally upon the trade of Central America and South America. They seemed to ignore Europe; and as for Asia, well, the attitude of San Francisco toward Asiatics was so uncompromising that it was not worth while considering Asia. And what is the truth about the matter? We, out there, as Mr. Bell well put it the other day, object simply to the admission of the coolies; that is all. We do not object to the professional men, to the merchants, the students, the travelers for pleasure. There has never been any legislation against them; we have never tried to keep them out. Why, they, as well as all the peoples of the world, know about San Francisco; they know about the glorious Golden Gate; they know of San Francisco's wonderful recuperation from her disaster; they know the pluck and the courage and enterprise of her people, and they are anxious to go there and behold with their own eyes what has been wrought in a few years.

But trade between nations, after all, is but an amplification of business between individuals. Nations trade with each other; individuals do business with each other. Right in the city of New Orleans there are dozens, yes, hundreds of her merchants who sell goods to their customers day after day, but who never once think of inviting those customers to cross the thresholds of their homes and to sit down to break bread at their tables.

Social and political equality are a different thing from business, and we have found that we can trade with the countries of the Orient and do business with them, and buy and sell large quantities of goods from them and to them, without inviting their coolies to come and sit down with us and break bread at our tables.

And our opponents are inclined to refer to those Asiatic troubles in rather a sneering way and speak of the war scares that occur occasionally with reference to the Asiatic question. As Mr. Bell has so well suggested, those scares are invariably hatched here in the East. Why, there is not a single battleship of the United States on the Pacific Ocean to-day. They are all in the Atlantic. Your last war, your Spanish-American War, originated over here on the Atlantic. Your war scare about the Venezuelan question was in connection with affairs occurring on the Atlantic, and when they twit us about the fear of causing international complications, because some hoodlum cuts off a Chinaman's queue, I want to say that the people of New Orleans had the hearts of their countrymen palpitating pretty rapidly when they lynched 11 Italians down there a few years ago.

But that Spanish-American War brought with it some terrible lessons. The trip of the *Oregon* was watched with bated breath by the entire world. She sailed from the port of San Francisco, went down, down, down around Cape Horn, then up, up, up along the

shores of the Argentine Republic and of Brazil, finally to take part in the battle of Santiago de Cuba, and not an inconsiderable part at that. The world applauded the heroism of Capt. Clark and his men, but it became evident that that trip should never again be imposed upon the ships of war of the United States. Shortly after peace had been restored, the California delegation in the Congress of the United States—and I was a member of the delegation at that time—called upon the President of the United States, Mr. McKinley, and urged him to exert his utmost efforts to secure the passage at an early date of a bill to authorize the construction of an interoceanic canal. So California did her share toward getting the canal started. I wonder if the Louisiana delegation ever went to the President of the United States on that kind of a proposition?

And when they speak of the railroad magnates who opposed that canal legislation, look up the records of the House of Representatives and Senate of the United States, and you will find that the California Representatives and Senators voted for the bills. It did not make any difference to them what the railroad magnates felt or wanted. We knew what the people of California and of the United States wanted. The people wanted that canal, and the work was authorized. And the people wanted it constructed for the express purpose of bringing the Pacific closer to the Atlantic.

You remember the construction of the Panama Railroad. They say that every tie in it cost a human life. It was built across a swamp; fever lurked everywhere, but with all kinds of obstacles to overcome the railroad was completed. Why? To enable the people in the Eastern States to go the quicker to California and bring home the gold that lay in her mines. And so the building of this canal is intended to bring the people of the East closer to California. It is not going to bring them any closer to New Orleans, because the eastern people, as has been so repeatedly urged by her own spokesmen, are already fairly close to New Orleans; but it is being built in order to bring the people of the West closer to the people of the East. That is the purpose of that enterprise. And when these gentlemen come here and scoff at our proposition and say that it is in bad taste for us to fight for it because the managers of the transcontinental railroads opposed the canal, and that San Francisco's success would put money into the coffers of these very transcontinental railroads, I want to ask them whether the Illinois Central is not actively engaged in trying to get the location for New Orleans? Possibly that railroad is doing all its propaganda work for the Crescent City pro bono publico, but I think it is rather a case of pro bunko publico.

I want to know whether the Southern Railroad is not working for New Orleans? I want to know whether the Louisville & Nashville is not working for New Orleans? I want to know whether the Queen & Crescent is not working for New Orleans? And are they doing it in the hope of not getting any reward? I don't suppose they are trying to get a few dollars into their coffers. Oh, no. What is the attitude of the transcontinental lines? I will ask the governor of Louisiana. He will tell you. They are neutral. The governor knows this.

Gov. SANDERS. No; I do not. You can not prove it by me. Summon your own witnesses. I will testify in my time.

Mr. KAHN. Well, all I know is what I have seen in your newspapers. They say that you have received assurances that they would be neutral and we of San Francisco have seen none of their activities. The correspondence between the governor and the president of the Southern Pacific was published. I have it here, but I do not want to encumber the record. It is in a New Orleans paper.

Gov. SANDERS. Put it in if you want to.

Mr. KAHN. We do not want to encumber the record. It is not necessary. Then we have here the representatives of the United Fruit Co.; splendid people, heartily in favor of New Orleans. Naturally so, because they all hope to get a few shekels from prospective travelers in carrying them down to the Isthmus and return, if the exposition should be held in New Orleans. That is their wonderful interest in this matter. They have come here before you to tell you what a wonderful trip it is, but I boldly venture the prediction that as the result of the building of the canal there will not be a single new steamship line go into the harbor of New Orleans or out of it. As a result of the building of the canal there will be half a dozen new steamship lines coming into San Francisco. They will ply between the Atlantic seaboard and San Francisco and the cities of the Pacific coast. There will be steamship lines from European ports to San Francisco and the Pacific coast, lines that will cross the Atlantic and go right straight down through the canal without touching on our Atlantic seaboard. That is what this canal means to us, and the very purpose of building the canal was to bring the Pacific coast nearer to the markets of the world by the water routes.

The governor of Mississippi and our friend Senator-elect John Sharp Williams spoke feelingly about those alkali plains that you have to cross in going to California. Let me tell you something about them. Ten years ago, down in southeastern California, there was a great area of land which the colored porter on the Pullman car would point out to you as you crossed it and say, "That is the great Colorado desert; not even a coyote or a rattlesnake can eke out an existence there." That was 10 years ago. And then some enterprising individuals tapped the Colorado River and they brought life-giving water upon those alkali plains. It is no longer the Colorado desert. The porter now points it out to you and says, "That is the great Imperial Valley of California." And there are 30,000 happy, contented American citizens living there. Why, the first melons that come into this section of the country are grown at a little place out there on what was formerly that alkali desert—a little place called Coachello—and it sends hundreds of carloads of Coachello nutmeg melons to the eastern market early in the year. Down there they cut alfalfa 8 and 10 times a year. Down there, through the experiments made by the Department of Agriculture, they learned that they could raise the long-staple Egyptian cotton, and so we have put thousands of acres under cultivation there, raising long-staple Egyptian cotton. That is one of your alkali plains. Why, when you speak of opportunities, the mind of man does not conceive the possibilities of that wonderful western country. Put water upon the land anywhere out there and if you drive down a stick it will grow up a tree, the soil is so marvelously fertile. Millions of American citizens will find their homes upon those very alkali plains that have been sneered at and derided by the governor of Mississippi and the Senator

elect from Mississippi. Then, in these hearings we have had a good many sneers about the gold of California and the worked-out gold mines. Gentlemen, do you know that in this year of grace—or, rather, in the year 1910—we took out of the gold mines of California $21,000,000 in that precious metal? And then to talk of worked-out gold mines.

California is the land of sunshine, fruit, and flowers. Why, gold is of secondary importance with us; yes, in proportion to our other products, it is inconsiderable in comparison. We sent out of that State last year 58,000 carloads of citrus fruits to regale the palates of our eastern friends. We sent out thousands of carloads of all kinds of deciduous fruits. The first fruits offered in your markets come from California. Our olives and our olive oil, our wines, our dried fruits, and our canned fruits go all over the world. Talk about carrying coals to Newcastle. My friend and colleague, Mr. Hayes, raises prunes down in the Santa Clara Valley that are sent to France and Germany, the original homes of the prune. That is the kind of State we have. Why, gentlemen, the possibilities are unlimited. And I venture the assertion that when this canal shall have been completed there will be lines of refrigerator ships—refrigerator ships, if you please—that will carry the fresh berries and the fresh plums, and apricots, and peaches, and pears, and prunes, and nectarines, and cherries, and grapes right through the canal to the eastern seaboard, to Europe, and to the uttermost ends of the earth. So you see that California and the West are vitally interested in the completion of this canal—more so than any other section of the globe. The people of Europe, instead of coming over in steamers and settling in the congested sections of the East, will take passage at their home ports and sail through the canal direct to the West at a very small increase of cost over what they now have to pay in going to the Atlantic seaboard. They will go to the interior of the Pacific coast States and develop the West, because many of them come from those sections of Europe where the climate and the products and the flora are practically identical with the climate and the products and the flora of California.

Now, so far as the position of New Orleans in this matter is concerned, we take it that she ought to be generous. She had an international exposition in 1885. There has never been an international exposition on the Pacific seaboard; never. If New Orleans wanted a second international exposition she lost her opportunity (and they say opportunity knocks only once at every door) when she did not make the demand for the exposition in commemoration of the Louisiana purchase. That was hers, hers by right, and she let the opportunity go by. What occasioned the purchase of the Louisiana Territory? New Orleans had been a port of deposit; trouble ensued, and in order to prevent any friction, President Thomas Jefferson sent his agents to France in order to accomplish the purchase of what? Not the Louisiana Territory; not at all, but of the port of New Orleans. That is what he wanted, in order that his countrymen might go up the Mississippi River free and unhampered. But President Jefferson's agents purchased the Louisiana Territory, and if ever there was a single city in the United States that was entitled to have, and ought to have had, an exposition in commemoration of

that purchase it was the city of New Orleans. But she allowed a more vigorous rival to carry off the prize.

Now, let me make this suggestion to our friends from New Orleans. This canal is being dug for the purpose of bringing the Pacific closer to the Atlantic seaboard. As my friend, Mr. Bell, stated the other day, the ocean waterway routes of the world will be changed, but it does not bring New Orleans one mile nearer to them. It brings the Pacific coast thousands of miles nearer to them. New Orleans will have another opportunity. Opportunity seldom comes twice to any community; in fact, I stated a while ago that the poet says it comes only once. But New Orleans has been the pioneer in the movement of the Lakes-to-the-Gulf Waterway improvement. Some day that improvement will eventuate. It is bound to come. Then once more will come New Orleans' opportunity, unless she allows Pittsburg or Cincinnati or Louisville or some other enterprising city to again snatch the prize away from her. Gentlemen, get busy on that. It is worth reaching for.

I said a while ago that there had been four international expositions in the United States. Of course there have been many smaller expositions, but they were not international in character, and I do not refer to them; there were four so-called and recognized international expositions. The first was at Philadelphia, the Centennial Exposition in 1876; the second was at New Orleans, on the Mississippi River, in the winter of 1884–85; the third was the World's Columbian Exposition at Chicago, in 1893; and the fourth was at St. Louis, the Louisiana Purchase Exposition, 1904. The amounts of money that were raised by the people and appropriated by Congress for the Chicago Exposition were about the same as the people of California and San Francisco have raised for their exposition. St. Louis, with what she raised and with what the Government loaned and gave her, had upward of $26,000,000 for her exposition. At Chicago the paid admissions were 21,000,000; 21,000,000 paid admissions at Chicago. The St. Louis Exposition, costing infinitely more, but farther south—farther south, if you please—had only 12,000,000 paid admissions. The St. Louis Exposition was the largest the world has ever seen. It covered 1,200 acres of ground. The exposition at Chicago was probably the most wonderful of all the expositions. It was superb, beautiful, magnificent. They were both in the Mississippi Valley region. They were all held during the life of the present generation of people. They were right in the heart of this large population that the governor, and the mayor, and all the speakers from New Orleans have told us about. New Orleans at the very outside will have $10,000,000 for her exposition. She probably won't have that much, but at the most she will have $10,000,000. Do you think that the people of the Mississippi Valley are going to rush pell-mell down to New Orleans in the heat of summer to see an $8,000,000 or a $10,000,000 exposition, when only a few years ago they saw a $26,000,000 exposition at St. Louis and a $17,500,000 exposition at Chicago? Why, it is inconceivable that men can seriously consider such a proposition, for New Orleans would have no attraction other than the exposition to draw anyone to her exposition. That is a serious matter, gentlemen, and deserves serious consideration.

Now, some reference has been made here about her exposition in 1885. That was only nine years after the Centennial. I do not

know how much her people raised among themselves for that exposition. I have seen figures and estimates, but they are not very accurate, so I will not attempt to quote them. However, the exposition managers came to Congress and got $1,000,000 as a loan, upon the condition spoken of by my friend, Mr. Bell, the other day. As New Orleans has truly said, that has been written off the books. They were not compelled to return it unless they made profits, and as they made none, they do not owe the Government anything on that score. She also got $300,000 for a Government exhibit; and then, when it was all over, this being an international exposition, inaugurated by the Government of the United States, they had to come to Congress and ask for an additional appropriation of $350,000 to enable them to pay for the medals and prizes that had been won by foreign exhibitors, in order that the national honor might be maintained. That is the history of that exposition. We had to throw $350,000 of good money after bad money to maintain the national honor. And frankly, gentlemen, do you think that the people from the much-discussed centers of population are going to rush into New Orleans to see an $8,000,000 exposition when they had an opportunity to see a $17,000,000 one at Chicogo and a $26,000,000 one at St. Louis, both within a day's reach of New Orleans, as has been repeatedly stated here? I think not!

There is no special attraction to draw anyone down to New Orleans. They say they will possibly hold their exposition during the winter, but that is the season of the year when the American people do not travel, and the people of the world do not travel. They talk about the idle rich going to expositions. The idle rich are the only people who can afford to travel in the winter time. Your workingman, your school-teacher, your clergyman, your lawyer, your doctor, your business man, your well-paid clerk—and they make up the large majority of those who go to expositions—can not afford to go in the winter. Their business ties them to their work; but it is in the summer time when they have their vacations and when the schools are in vacation that they go to expositions.

Ah! yes, they make a great to-do about being near to the center of population. Why, if New Orleans is so very attractive, so very near, and the cost of transportation so cheap to get there, what will prevent anybody from going there at any time? We admit that the California trip is one to be thought of—to be looked forward to. We admit that it is some distance to get there, but that is what makes it all the more attractive. Let me tell you some things about the nearness of locations. Take some examples right here in the city of Washington. I will venture the assertion that there are thousands of people of the city of Washington who have never been inside that magnificent Congressional Library. I will venture the assertion that there are dozens of Members of the House who have never taken the trouble to go over there on Tenth Street to that little building in which the spirit of the immortal Abraham Lincoln winged its flight to heaven. I have been there a good many times. I have been there, but I am positive that thousands of people in Washington have never been there.

Mr. WICKLIFFE. I have been there, too, and I remember the street; it is not Ninth Street, it is Tenth Street.

Mr. KAHN. True; it is on Tenth Street. Now, take the top of the Washington Monument. There are thousands of people here who have never been there. Take the battlefield of Antietam, two hours' ride from the city of Washington, where took place the bloodiest battle of the Civil War. Dozens of Members of Congress have never been there. Gettysburg, four hours' ride away from here, where the valor of the South met the valor of the North on one of the most memorable fields in the world's history. How many of you Members of Congress have ever been there? And they are highly educated, representative people.

Take the city of Buffalo, 18 miles from Niagara Falls. I will venture the assertion that thousands of her citizens have never been to Niagara. It is the same all over the world. London, with her teeming millions, is only a few hours' ride from the birthplace of the immortal Shakespeare; yet millions of the London population have never been in Stratford-on-Avon. And why? It is so very near that you think you can go there at any time. Who visit those places? The tourists: the travelers: the men who come from afar for the very purpose of visiting them. That is what makes the success of international expositions. It is not their proximity. It is the attractiveness of the exposition. And what in all the world is more attractive than a visit to the Golden West, with all its matchless wonders? My colleague, Mr. Hayes, spoke of those wonders, so I need not dwell upon that matter at this time.

Now, a good deal has been said here about the high cost of getting to California; about its being the place where only the idle rich can afford to go. Let me read to you from the hearings a statement made by the president of the Tulane University, of whom I spoke a little while ago. This is his language, and there is not a Californian in all the world that could put it any better than he did. He said:

> I can not boast that I am a son of California, but my father was one of the Forty-niners who lived a while in California, returning to Missouri via Panama and New York, and all his days he longed to return to California, to that enchanted realm, that realm of romance.

That is the keynote. It is an enchanted realm, it is a realm of romance; a realm of adventure; a realm concerning whose wonderful scenery and whose great possibilities every schoolboy in the whole world has read; and I firmly believe that almost every being in the civilized world hopes some day to travel to that matchless realm. No wonder Dr. Craighead's father "all his days longed to return to California."

Why, take that map that is behind you, with all the indorsements that they speak of. If you were to put the question to the citizens of those communities and say: "Gentlemen, you can have your choice of two trips—one to California by way of the Garden of the Gods, the Great Salt Lake, the Yellowstone National Park, the Puget Sound, Mount Shasta, the great, giant redwood forests, the big trees of California, the Yosemite Valley, the beautiful Del Monte, the superb orange and citrus groves of southern California, the Grand Canyon of the Colorado—all to be visited during one round trip—or would you prefer to go to New Orleans?" I venture the assertion that nine out of every ten would say: "For God's sake give me that ticket to California."

And they talk about the fare. We are already assured that we are going to have a very low rate, and the school-teachers who want to go and the professional men who want to go, the clergymen who want to go, the well-paid clerks who want to go—for thousands of them, yes, hundreds of thousands of people, will want to go, not only from this country, but from all over the world—when these know that the Congress of the United States has authorized the President to extend an invitation on behalf of San Francisco to the countries of the world to exhibit at San Francisco—I say when that information goes forth to the world, if these people have not the price right at hand they will begin to save up in anticipation of making the trip. They did that in the case of Chicago; those who wanted to go to St. Louis did that. They began to put by so much a month, and travel clubs were organized to assist them; all over this country clubs were formed and monthly installments were paid, so that the cost of the trip would be provided for when the appropriate time arrived; and I apprehend there will be no difficulty for all these people to reach that promised land.

Just to show you what has been done within the last few years in the matter of bringing people to California, I have here a telegram which is very instructive on that point. It is addressed to me, dated San Francisco, January 13:

Reading John Sharp Williams's talk before committee in this morning's paper, wherein he ridicules idea that people will cross alkali plains to reach California, I send you herewith figures furnished by courtesy Mr. McCormick, of the Southern Pacific, which may be useful when you reply to his statement. Railroad statistics of conventions held on Pacific coast during recent years give following number visitors crossing continent: Attend Christian Endeavor, July, 1897, 22,000——

Who are the Christian Endeavor Society people? They are for the most part young people. They are not rich people. Most of them are clerks in stores, and young women who have to work for their living. They can only go during the summer months. That is the time when they have their vacations, and without any special inducement, but just with a desire to go to San Francisco, 22,000 of them crossed the continent to be there in July, 1897. Let me read further:

Epworth League, 1901, 14,000; Knights of Pythias, 1902, 15,000; Grand Army of Republic, 1903, 25,000.

You gentlemen of the committee must know that the members of the Grand Army of the Republic do not make up the ranks of the idle rich in this country. I do not think there is a member of this committee who will say that the member of the Grand Army of the Republic belong to those ranks. Most of them are poor, and yet, in 1903, 25,000 of them crossed the continent to be present at the annual encampment held in San Francisco that year; and, what is more, that was their second visit. They were out there in 1885, and thousands of them who went on that first occasion came back to their eastern homes, sold their lands, returned to the Pacific slope, and settled down in that section of California where the parents of my good friend Woods live, in southern California. They helped to build up that wonderful section of the State, these Grand Army men who went out there in 1885.

Knights Templar, September, 1904, 20,000.

And that was their second conclave in California.

During 1905, 15 conventions attracted 122,000 people from the East, as follows: Women's Suffrage Association, American Library Association, American Medical Association, National Conference of Charities, National Irrigation Congress, Letter Carriers' Association.

These letter carriers belong to the ranks of the idle rich, of course—

Concatinated Order of Hoo Hoos, International Pressman's Union, American Surgeons' Association, Theatrical Mechanics, Christian Church Society, Woodmen of the World, Knights of Columbus, W. C. T. U., Cumberland Presbyterian Church. In 1909, year of Alaska-Yukon Exposition, 77,000 tickets were validated in California or stamped to make good for return trip. In past eight years, 635,000 people have come to California on one-way colonist tickets via Southern Pacific alone. During 1910 Southern Pacific sold following number of tickets from points at and east of Missouri River: Nine-months' round trip, 23,748; summer tourist, 10,349; conventions, 13,434. National Educational Association has already convened twice in California and will hold convention here next July. International Sunday-School Association meets in California in June. As Southern Pacific handled about 70 per cent, these figures can be increased by about 30 per cent.

CHARLES DE YOUNG.

Now that shows how anxious the people are to go out to that realm of romance if they are given an opportunity. The fares on these occasions were, as a general rule, a one-rate fare for the round trip. We feel confident that with the opening of the exposition we will get a very much better rate than that. We feel confident that we will get an exceedingly low rate, one that will be within the reach of those educated, imaginative, cultured people, who want to come and see an exposition. You can not appeal to the uneducated, the unimaginative, and the phlegmatic, and interest them in an exposition. There are only certain classes of people who go, and I apprehend that nine out of every ten of those who want to go to an exposition will prefer to go to San Francisco.

I want to refer to that map again for a moment. You were told that no solicitation was made to procure those indorsements. We have copies of letters that were sent out by the New Orleans boomers (I think they did say, however, that some letters were sent), we have copies of resolutions that were sent to all kinds of organizations to be passed, and we have copies of the second letters that were sent when a reply did not come after the first letter had been sent, asking for an indorsement, in which the question was asked bluntly why the resolution had not been adopted. In addition to this letter-writing campaign, a notable pilgrimage was made to many eastern and middle western cities by the eloquent governor and the distinguished mayor of New Orleans; they stopped off at one town and at one city after another to arouse enthusiasm for New Orleans and to get these indorsements.

I merely mention that in passing, to show that, after all, if you start out to get indorsements you can get them for almost any old thing. But we did not appeal in that way, because we felt we could present our case to Congress and get a fair decision. Members of the House have been appealed to in behalf of San Francisco by their constituents, and I want to say that that was propaganda work. I say frankly that those appeals were the result of propaganda work. What is the use of trying to deceive the committee? As a matter of fact, many of those who made indorsements probably did not know that San Francisco was an aspirant for the honor, but the great commercial organization—in fact, one of the greatest in this country—the Business Men's League, of Chicago, with representatives

in the North, in the South, in the East, and in the West, in every section of the country, debated the question fully and decided in favor of San Francisco, and the members of that organization are actively working for San Francisco even to-day. That indorsement was given after a full and fair discussion of the merits of the two places.

Now what is the sentiment of the people of the two States on this exposition matter? I want to correct a statement that I made the other day. I said the California constitutional amendment was carried by a vote of 5 to 1. I took my statement from the newspapers published immediately after the election. Since then the official votes have been canvassed and by a vote of 3 to 1 the constitutional amendments carried in the State of California. The vote for the bonds in the city of San Francisco carried by a majority of 20 to 1. There were only two counties in the State of California that voted against the bond issue. There were 18 parishes, which correspond to our counties, in Louisiana that voted against the bond issue. Why, outside of the city of New Orleans, the majority for the Louisiana bond proposition was only 3,000. And do you think that people with such a lack of genuine enthusiasm that they vote bonds for the exposition by such a meager majority can be worked up into making a great international exposition an overwhelming success? There is not one of you who believes that. You have to have enthusiasm in order to make your exposition a success.

Out there in California the entire State is practically behind this proposition. Sirs, the statistics of the railroads and of the expositions that have been held throughout the country show beyond peradventure that 70 per cent of the paid admissions have to come from within a radius of 200 miles. You can not maintain a successful exposition if you have not the population within that radius that will support it to the extent of 70 per cent of the paid admissions. Jamestown was an example; New Orleans herself was an example in 1885.

Mr. Bell pointed out to you clearly that masses of population do not make for success in expositions. Your near-by people must have means to go to it. They must be willing to support it. The stranger who comes from a distance is in a small minority, and he will go to that place which affords him the greatest amount of pleasure in his travels. There have been many expositions, not only in this country, but throughout the world. The exposition itself is not sufficient attraction to draw hundreds of thousands of strangers. You must be prepared to show people attractions, going and coming, and there is no more attractive place in all the world than is the State of California, the State of Oregon, the State of Washington.

We spoke here the other day about a great naval review; and there, again, New Orleans has been tagging behind San Francisco. We in California have been speaking of that for years. My first bill provided for it. Think of the pageant that will be presented when the battleships of the world, escorted by the Navy of the United States, will leave Hampton Roads, sail down to and through the canal, up the Pacific to San Francisco, there to be reviewed by the President of the United States. Incidentally, thousands of visitors to our exposition will come from the eastern seaboard, will come from Europe, and will take steamer direct through the canal to San Francisco, and will find scenery en route that is not matched on any trip

to New Orleans. They will see the volcano of Ysalco, the so-called lighthouse of Central America, visible miles out at sea, its molten lava running down its scarred face; the beautiful land-locked port of Acapulco, whence the Spanish galleons of old used to set sail across the Pacific to the Philippines and bring back the myrrh and frankincense and the spices of the Indies to the old Spanish viceroys. You continue within sight of the coast all the way up from Panama to San Francisco. Gentlemen of the committee, the spectacle of so many foreign ships of war convoyed by the Navy of the United States, entering the Bay of San Francisco in profound peace through the Golden Gate, will prove a pageant the like of which mankind has never before beheld.

Why, when Admiral Evans, sailing on his cruise around the world, entered the Golden Gate, 1,000,000 people from San Francisco and its environs stood upon the hillsides, proud to acclaim that wonderful messenger of peace, the battleship fleet of the United States; and when that fleet, largely augmented as it will be by the fleets of the world, shall sail into that magnificent harbor on the 15th day of January, 1915, to participate in the exercises incident to the opening of the most magnificent of all the world's expositions—the Panama-Pacific International Exposition—its officers, together with all the world, will marvel at the pluck and the ability and the enterprise and the courage of the undaunted people of the proud metropolis of the Golden State. I thank you. [Applause.]

The CHAIRMAN. The committee will now be pleased to hear Gov. Sanders. [Applause.]

STATEMENT OF HON. J. Y. SANDERS, GOVERNOR OF LOUISIANA.

Gov. SANDERS. Mr. Chairman and gentlemen of the committee, in as brief a way as possible I intend to answer some of the claims that have been made by our sister city from the West. I know that the task of answering my friends Kahn, Bell, Hayes, the Scott twins, and others, is going to be a very difficult one, but I intend to approach the discussion of our side with the friendliest spirit in the world and only to say that which I feel is absolutely essential for me to say. I am a lawyer by profession and have plead some number of cases in various courts of various kinds, but this is the first case that I have ever been called upon to plead before any tribunal where my opponents had neither petition or answer or intervention. Before this committee there is nothing for San Francisco; the only bill here presented is the bill introduced by Gen. Estopinal, and Mr. Kahn, at his own request, at the opening of this discussion on last Monday or Tuesday, asked you not to consider his bill at all, but to let it die on your desks. I have been unable, from the beginning of the controversy, to keep up with the windings of my friends from Frisco. For gentlemen who have no bill at all to discuss I am frank to say they have put up a very lengthly and able discussion. My friend, Mr. Kahn, takes considerable umbrage at what he claims to call our tagging after Frisco.

Now, whilst we do not admit the soft impeachment, yet if we have been tagging after Frisco it means we have been imitating her, and since imitation is the sincerest flattery it strikes me no San Franciscan has any kick coming upon that score. But I do not think we

have tagged after San Francisco or have imitated her. We have not changed our position in this matter at all. We find Frisco occupying the position, first, that they wanted a $5,000,000 appropriation; then we find them occupying the position that they are willing to withdraw the bill; then we find them occupying the position of going before the Foreign Affairs Committee with a resolution asking the nations of the world to meet in their city; then we find them introducing a bill before this committee; then we find Mr. Kahn in Congress, a few days ago, stating they would ask for a governmental exhibit, and that possibly Congress would give as much to them as had been the habit of Congress to give in the past; then we find him here stating that their people and their State want no aid of any kind or description, nor do they even want a governmental exhibit.

I confess that I have been unable to follow their positions. Our contention and position is that this is a national celebration. I come from a section of the Union that, unlike my friend from California, is not self-sufficient. We recognize the power and the glory and the force of the National Government. Some years ago we thought we were self-sufficient, but we have learned our lesson. California has yet to learn hers. We believe in the United States. We believe that this Government can not invite the nations of the earth to make appropriations for exhibits unless the National Government itself will have an exhibit. We can not conceive of any condition, Mr. Chairman and gentlemen of the committee, that will permit this nation to ask the other nations of the earth to come to either New Orleans or San Francisco and exhibit their products unless Congress is willing to do the same thing. If you invite me to your home to dine, Mr. Chairman, I certainly expect your presence at the table, and when the Government invites the other Governments of the world to be present at this exposition the other Governments have a right to expect the presence, officially, of this Government. We do not ask for a subsidy. We do not ask for an appropriation. As I stated the other day, we were willing if, in your judgment, you desired to strike out the million dollars in this bill to have you do so, but we wanted it done with this understanding that we thought, and will always think, that it is the duty of the Government to provide for a governmental exhibit at any point where this fair shall be held. Less you can not do. More we do not ask you to do.

I agree with my friend from Nevada that all this talk about money is vulgar, and I am frank to say that when he stated that he made the severest arraignment of the California argument that it is possible for man to make, for I have been deluged with the sound of jingling coin and rustling greenback since I first engaged in this controversy. Money talks, and God knows, in California it seems to outtalk anything else.

If San Francisco and if California are what my friends Bell and Kahn and Hayes say they are, and I do not doubt them for a minute, for my own eyes have beheld the beauties of that State; if they have the immense wealth, if they have the great resources, if they have the visitors daily and monthly to their shores, and they assure you that they have, Mr. Chairman, in all frankness, I submit to this committee that neither their State nor their city needs this exposition. We make no such pretensions. We come frankly to this committee

to say that we not only want it but we need it, and that the people of the United States need for us to have it. I do not mean when I say that we need it that we can not get along without it. I do not mean to say that our prosperity and our happiness depend upon whether we get it or not; but I mean to say, as I said in the opening, and to reiterate here to-day, that the greatest asset of the United States to-day is the undeveloped resources of the South. We have never complained in our section of the country, nor do we ever intend to complain, about what any other section of the country gets from the Federal Government. My friend has stated that he and the California delegation waited on President McKinley at the close of the Spanish-American War to urge legislation for an interoceanic canal. Now, my friends, if he will examine the Congressional Record as far back as 1884, he will find the Louisiana Senators and Congressmen speaking for such a canal. It was never necessary for our delegation to wait on any President to assure him our position in this matter.

Everybody in the United States knew that Louisiana stood for the Panama Canal, and that no Senator or Representative could have a seat in this Capitol and be returned here unless he stood for an interoceanic canal. It is true our people preferred the Nicaraguan route, but when the Republic of Panama was born, or was created, as the case may be, and when the treaty between the United States Government and the Republic of Panama was pending in the Senate, upon the ratification of which treaty the very life of the canal itself depended, our legislature was in session down in my State, and by a unanimous vote of both houses we waived our preference for the Nicaraguan route, and instructed our two United States Senators to vote for the ratification of the treaty, and it was our instructions, and the Senators from our State carrying out those instructions, that made that treaty a possibility, and the canal a certainty.

Some little discussion has been had and editorials have been read from two New Orleans newspapers. Neither editorial, as I think, represents our position before this committee. Neither one of them. As I just said, we are not self-sufficient; we realize our dependence in many ways upon the National Government. We are not seceding from the National Government on any question at all, not even the exposition question. We are staying right by it, and we want to confess judgment on the legal plea made by my friend Bell from California. Our constitutional amendments are so worded, and purposely so, that not one dollar is available unless we have the sanction of the National Government. It was done that way purposely, because we are not trying to hold a State fair in Louisiana, as our friends in San Francisco are trying to hold.

We are not trying to hold a State fair of great magnitude, of course, but still a State fair. We are not trying to get along without governmental supervision or control, because when we offered to the nation our town as a situs for the exposition, and when the nation invites the people of the earth to that fair, the nation becomes the host and is accountable for the treatment that the nations get. We say we will provide the site and the money, and our bill provides that we do not get the fair until the Secretary of the Treasury is satisfied we have got the money. What guaranty have you got that you will ever get

the money from California? Not a challenge of the good faith of California, if you please. Not a challenge of the good faith; but I have been surprised and astounded to sit here for two or three days and to hear, Louisiana, her ability to pay, her willingness to pay, challenged by my friends from that State. I was perfectly willing to let the discussions rest upon the statements made by solemn vote of the people of both Commonwealths, taking it absolutely for granted that both States would do what they said they would do; but since the good faith, the sincerity, and the ability of Louisiana has been challenged in this open manner it might be well to contrast what we come to you with and what our friends come to you with. We come to you with constitutional amendments, self-operative and self-enacting. Not one single line of legislation is needed in our State. Every function is provided for in the constitutional amendments themselves, and if you give us this fair, give us the location, our amendments become a contract between the State of Louisiana and the World's Panama Exposition Co., and the tax runs for no period of years; it runs long enough and until it shall have retired the bonds in principal and interest; on the other hand the California constitutional amendments places the money in the Treasury but does not draw it out. Ours do.

Mr. KAHN. Do you object if I interrupt you?

Gov. SANDERS. Not at all, sir.

Mr. KAHN. I looked up the matter after Mr. Covington had propounded his question, and if the governor and committee will indulge me, I will read you and show you that your constitutional amendment does in express terms appropriate the money and turns it over to a commission appointed by the governor. The proviso that was read by Mr. Covington the other day has been construed by the courts in our State as being purely directory, not mandatory, and the money is specifically appropriated under the terms of the act:

All moneys so paid into such fund are hereby appropriated, without reference to fiscal years, for the use, establishment, maintenance, and support of said Panama-Pacific International Exposition—

And further on:

The commission hereby created shall have the exclusive charge and control of all moneys paid into the Panama-Pacific international fund.

Governor SANDERS. There is no question of that, sir; but there is no question of the other fundamental legal fact, that that constitutional provision is governed and determined by the proviso that follows it, and there is not a lawyer on this committee, examining your constitutional amendment, but what knows that there is not a dollar available, except when the California Legislature shall make appropriation therefor. And, to the contrary, there is not a lawyer upon this committee but when he examines our constitutional amendment knows that it is self-operating and self-inforcing, because it says so eo nomine. Next, is there any sentiment in California as to whether my conclusions are right or not? Yes, there is. I read from the Los Angeles Times, which, I am told, is a newspaper in California of some influence. I read from an editorial of date January 1, 1911. I do not indorse the sentiments contained in this editorial. I know nothing about them. I am merely reading this editorial to the

committee to show you that the Californians themselves take the same view of what the legislature must do as I take. This editorial reads as follows, in part:

A constitutional amendment is not operative unless and until it is vitalized by appropriate legislation. It is not of itself a law; it is permission to enact a law. Of the $5,000,000 of State aid to the fair the people of the southern counties, where industrial freedom prevails, will pay $3,000,000. * * * They loyally voted the constitutional amendment to tax themselves for the benefit of the Bay City.

Then it goes on here and says something about the local conditions over there, of which I know nothing. But it winds up with this threat:

The members of the legislature may as well sit up and take notice. If they fail to do their duty, and to do it promptly, the fair may go to New Orleans.

In other words, southern California, that will pay $3,000,000 out of $5,000,000, serves notice on the Nation that unless certain things are done the breath of life will not be breathed into this constitutional amendment. In order that the very question asked by Mr. Covington the other day might not be asked of us when we came here we drew our constitutional amendments so that in the future, no matter what party or what faction, gets control of the State government of Louisiana, our constitutional amendment and taxes and bonds issued thereunder are self-operative, needing no legislation, and the tax will run indefinitely until it pays the bonds in principal and in interest.

Now, the gentlemen from San Francisco say to the most powerful Nation and the richest people in the world: "We are not going to ask you a dollar for your exhibit; not a shekel, not a ducat. You, the most powerful people in the world and the richest on the face of the globe, shall not pay for your own exhibit." Then, in a burst of eloquence we are told that they are going to the States and to the municipalities and the other peoples of the earth and ask them to do that which they refuse to let you do. They have said in their talks that they would even erect the buildings and pay for a governmental exhibit.

Well, if they offer to do that for this Government, how can they fail to do it for all the other Governments of the earth? If they are willing to pay for your exhibit, Mr. Chairman, why not for England and for Germany, for Spain, and for all the other nations of the earth? Why ask France when they won't ask us; why ask Germany when they look with holy horror upon asking their own country? They say to Uncle Sam: "We will pay for you." Generosity of that iknd is all-embracing, and they ought to pay for all the rest of us. I can not appreciate the sentiment that will indicate that the richest and the most powerful people in the world are going to be asked not to put up a dollar and yet that the moderate and less prosperous people are going to be asked to come across. If that is the sentiment that prevails in San Francisco and if that is the sentiment that prevails in California, then I suggest that they ought to publish to all the States of the Union and to all the peoples of the earth that "we have got so much in California that out of our abundance and our surplus we are willing to provide for you, the less fortunate people of the earth."

And yet, with all this abundance, all this prosperity, all this wealth, they are not yet satisfied with what they have, and are seeking to get that which they have not, the exposition. Why do they want it, Mr.

Chairman? It is going to be a burden on them. They can not accommodate the people who go there now. Men will be turned down; women and children are being crowded in sleepers and in day coaches. The alkali plains have vanished beneath the marvels of irrigation; all the peoples of the earth, east and west, north and south, are engaged in one mad rush for San Francisco! So be it. We glory in the fact. It is important if true. We glory in the fact that they have got all this, and then we add, if they have got all that, God knows they have no need for the exposition. But if the people of even their neighboring States are rushing with such fervid zeal toward California, why is it that 100,000 farmers crossed the line from the Northwestern States last year seeking homes and habitations in Canada, carrying with them out of this country over one hundred millions of dollars? Aye, if we can attract this people's eyes to the South and show them the wonders of our land and the possibilities that lie before them; if an exposition in New Orleans will do naught except stop the crossing of the borders of the North by these splendid, sturdy American farmers, keep their blood, brain, and brawn beneath the flag; show them land so rich that no man has ever dreamed of the possibilities thereof; show them a climate so sweet that there is not a day in the year they can not raise something for the market; tell them not to go to the frost of the North but come to the sunshine of the South. If an exposition in New Orleans does naught but that, it shall have preserved to the Union hundreds of thousands of sturdy American citizens who are now seeking their homes beneath a foreign flag.

Yes, the railroads are active. I was sought to be summoned as a witness for the defense a short while ago. I have said nothing about the transcontinental lines, but I here and now state that the backbone of San Francisco's fight is the support of the transcontinental lines, and their support, of course, is not "pro bunko," is it? If a road leading from Chicago to New Orleans supports New Orleans it is held up to scorn, and denial is made of the transcontinental activity, and yet the chairman of the publicity department of the World's Panama Exposition, located in San Francisco, is the highest official in the passenger department of the Southern Pacific system, Mr. Charles F. Fee.

Mr. KAHN. If the governor will allow me—after the governor's visit to Mr. Lovett, the president of the Southern Pacific system, last September, Mr. Fee resigned from that position.

Gov. SANDERS. Just resigned from his position, but not from his activities.

Mr. KAHN. Absolutely from his activities.

Gov. SANDERS. I state, sir, from the things that I know, that the great transcontinental systems are backing San Francisco, and I state that when San Francisco shall get this exposition, if she does get it, an additional tax will be placed on every man, woman, and child who attends that exposition. Talk to me of rates. Is it any more probable that San Francisco can get cheaper rates to an exposition than can New Orleans? This being true, San Francisco is five times farther from the center of population than is New Orleans, and it means that the rate, if equal in each instance, will be five times as much to Frisco as it is to New Orleans.

We were urged to be generous by the gentlemen from California, and to give them this exposition. From him that hath nothing, even the little that he hath shall be taken and given to him who hath. California has got it all, according to her own story, and her own song, and yet she wants more.

We lost our opportunity in the St. Louis fair, says Brother Kahn. No; we did not. We know what we can do. St. Louis wanted that fair, and St. Louis was the largest city close to the geographical center of the Louisiana Purchase, and in all frankness we say that St. Louis was better equipped then to entertain the people of the world than we were, and we gladly gave our support to St. Louis. And we are told that perchance in this instance that all teachings of time are reversed, and hope is held out to us that opportunity does not only grow a forelock, but likewise a queue. For we are taught, you know, that you have to grasp opportunity from the front; but our friends state to us that we, having missed the forelock, wait and again opportunity will show us that she has an afterlock, and that sometime in the dim and distant future, when the waterways shall have been completed, we can then hold a fair. But I do not see why and how we can have any assurance of that. What assurance have we that if we come to Congress years in the future asking for a fair to celebrate the deep waterway from the Lakes to the Gulf, but what San Francisco will be here to fight us? She is as close to the Mississippi River as she is to the Panama Canal. She is trying to take one away from us. What guaranty have we that she will not try to take the other? She has no more logical reason for asking for the Panama celebration than she would have to ask for the celebration of the deep-water route. But she would come, and she would sing the songs of romance and of glory; she would tell of her golden mines and her golden fruit; she would tell of the struggles of her people and the wonders which they have wrought and say to us: "It is not right to send the people down the mighty Father of Waters to see New Orleans; send them across the continent again, so that those who missed it before can see the Rockies and the Sierras and the Grand Canyon and the big trees and Mount Shasta and finally behold the Golden Gate." I know she would do it, because she is so enterprising and persistent.

Mr. Kahn states that we made appeals for those indorsements. Certainly we did. We did not send out any solicitors except Uncle Sam's mail, but we wrote letters for them, and we got them, hundreds and thousands of them, as indicated by the pins on that map back of you. Ah, but one, but one escaped us, and Kahn, in all his glory, brings that single indorsement before this committee and holds it up for the admiration of the world. One business league indorsed California. Therefore they must have it. The business league of Chicago indorsed San Francisco, and yet in our indorsements we find 94 from the State of Illinois and representing all of the biggest commercial bodies in that splendid State, 94 to 1. But that one, in the eyes of California, outweighs all the rest; one as against thirty-five hundred. And yet appeal after appeal has been made. Why, just the other day from a little town, a neighbor of ours, the mayor sent me a most pathetic appeal, which he had just received from the San Francisco people, begging for an indorsement. We have gotten them, we asked

for them. There is no power in the world that could have made these business organizations, farmers' societies, and labor unions indorse us unless they had wanted to do so.

Something was said about the vote in Louisiana and of the vote in California. Well, our constitutional amendments carried by an overwhelming majority, and I know that Members of Congress are not so particular about the size as they are about the fact of a majority. There was in my State, in the olden days, a system of electing circuit judges by the legislature, and when I was a very young man I went to the legislature and we held a caucus. I presume there is not a gentleman on this committee but what is familiar with the term "caucus," and I will not have to explain it. We held a caucus to determine as to whom would be our candidate for the bench. I was supporting one man. Naturally, I always support somebody. Immediately after the vote being taken I burst out of the door, ran up to my candidate all breathless and excited, and I said, "You have won the nomination in the caucus, Judge, just by one vote." He was a very phlegmatic man; he looked at me and he said, "J. Y., are you certain I got the nomination?" "Oh, yes, Judge; you got it, but just by one vote." "Good night," he said, "I merely came up for the office; I was not hunting for majorities." Now, we got all the majority necessary to make this a living, breathing fact in Louisiana. But there is this distinction: In California the day that the California amendment was adopted was the same day that ours was adopted, and I have it from the very best authority—Brother Bell—that on that day there was a tremendous contest in California for all State officers and Congressmen.

After listening to Brother Bell I can not conceive that every vote was brought out, judging from the result. But I believe every vote that was possible was gotten out, whereas with us on that occasion we had no contest at all. Our gubernatorial election does not take place for two years. Our nominations had already been made, and there being no opposition, a very small vote was polled. Now, it is a recognized fact that the kicker will go and vote against a tax; that is recognized everywhere. It was known from one end of Louisiana to the other that the overwhelming sentiment of our State was in favor of these constitutional amendments, and as there was no contest for office save seven Congressmen who were running without any opposition in five districts, and very slight opposition in the other two, there was a very small vote polled, and even with that we carried the election by an overwhelming majority.

Something was said by Mr. Bell about putting the burden of this tax on New Orleans. We did not put the burden of the tax on New Orleans; New Orleans, through her Senators and her Representatives, asked for that, and then by an overwhelming vote—only some seventeen hundred being cast in the negative, and many thousands in the affirmative—by an overwhelming vote adopted the constitutional amendments, and they by their local action have indorsed what the legislature did.

There is one phase of the case that I want to discuss just briefly, and that is the labor question. It has been stated here that we were casting aspersions upon our labor; were saying that it was cheap, and hat I had said something about the cost of labor, and so forth. My

memory may serve me wrong, but I do not think I said anything about the cost of labor. I did mention the cost of transportation and of material and of the cost of living being infinitely higher in San Francisco than it is in New Orleans, and I stand by that; the record bears me out.

What is the condition of labor in San Francisco and Los Angeles and the labor conditions that prevail in Louisiana and New Orleans? We read the papers, Mr. Bell; we read the dispatches from San Francisco and Los Angeles, and we know that capital and labor are at each other's throats in that State, while down in Louisiana they dwell in peace and in amity, one with the other. We have no labor question, because our labor in New Orleans is well paid; paid better, in my opinion—the difference in the cost of living being considered—better than it is in San Francisco. I say to Mr. Bell, with all the power I have, that it is true that labor is paid according to its efficiency, and it is not true that our labor is poor or inefficient. We have splendid labor in Louisiana, and it is well paid. Every paper published in the city of New Orleans is run by union labor. Can you say that, sir, of San Francisco? Every nickel that is paid to a street car conductor in New Orleans is paid to a union labor man. Can you say that in San Francisco? Our union people are contented, happy, and prosperous, sharing in all the good things that go to build up New Orleans. There is no antagonism with us between employer and employee; we do not have strikes and violence and affrays. Whenever there is a difference of opinion in New Orleans between an employer and the employee the matter is settled by amicable discussion and adjustment, and it has been a number of years since we had a strike of any moment or any importance, and we are proud of our labor, and prouder still of the spirit that pervades both labor and capital in the city of New Orleans.

Mr. BELL. Will the gentleman yield for a moment to permit me to refresh his memory as to what he did say? On page 17 of the transcript of our copy of your statement I find this language attributed to you:

> The price of your labor, the price of your material, the price of your living is from 65 to 75 per cent greater than it is in the city of New Orleans.

Gov. SANDERS. Well, I am not responsible for what you have there, Mr. Bell, but I am going to read you from the official transcript.

Mr. BELL. After it was revised or before?

Gov. SANDERS. Certainly after it was revised; you have all revised yours, possibly. Let us read what was said. The best way to determine it is to go to the record.

Mr. BELL. The original record?

Gov. SANDERS. Yes, sir; the original record. I think I can find it without very much trouble; I have it right here. After discussing the $17,000,000:

> The cost of your transportation, the price of your material, the price of your living is an average of from 65 to 75 per cent greater than it is in the city of New Orleans.

Now that is the official statement as made by me, as I understood I was making it, Mr. Bell, and that is the statement I stand on and not the statement that you have just read, because I have stated repeatedly and here state that our labor is better paid in proportion to the

cost of living than is yours in San Francisco.. And here is the indorsement that I will read, from the labor people of New Orleans:

Hon. MARTIN BEHRMAN,
New Ebbitt House, Washington, D. C.:

Labor conditions in the city of New Orleans, and indeed throughout the State, both from the standpoint of the laborer and the employer are eminently pleasant and satisfactory, and it is equally so between the State and city authorities and the labor organizations. The selection of the city of New Orleans as a site for a Panama Exposition would be of inestimable benefit and advantage not alone to the general public, but very largely to the laboring man and all labor unions here. In the name of the labor unions which we represent we earnestly urge you to give your vote and influence for the location of the world's Panama Exposition at New Orleans.

That telegram was sent by the labor union men of New Orleans. We got it since we have been here.

Indorsements were received to-day from the International Union of Steam Engineers; that is not in our indorsements which we submitted, but is an additional one, and also the United Master Butchers' Union of America. We have gotten indorsements from labor people after labor people. And as our condition and our position with our labor people are so pleasant and so satisfactory we do not want it misunderstood or misinterpreted.

Something has been said about our 1884 fair. Mr. Chairman and gentlemen, that is the unkindest cut of all. If I could take this committee back to 1884 and let them view the desolation and ruin that was our portion down in the State at that time they would wonder indeed that we had the grit and the nerve not to abandon the exposition in toto, for Mr. Chairman and gentlemen, the waters of 32 States poured down upon us in Louisiana in 1884 and 1885; the mighty floods of the Father of Waters came from every section of this Union between the Alleghenies and the Rockies, poured their devasting waters upon us and when that exposition was held, the fairest, sweetest portion of our State was beneath the turgid tide of the Mississippi. Never in my opinion has a people or community showed more grit when they went on with the preparation for the fair despite the awful calamities that had come upon them.

Frisco can not claim an equal degree of fortitude or of courage, because Mr. Kahn had introduced an exposition bill, and when the catastrophe overtook that city, they immediately abandoned all idea of an exposition. The catastrophe that overtook San Francisco, shaken as it were by the wrath of God and swept by a hell of flame, had at least one redeeming feature. For the losses that you suffered nearly $200,000,000 of insurance was poured into the coffers of your city, but for the losses that were suffered in 1883, 1884, and 1885, when our property, our fields and farms and factories were swept by water, not one dollar of insurance came to our aid, Mr. Kahn. Look at that map, see it marked out from away off yonder, going from Yellow Lake in Yellowstone Park, to Lake Chautauqua, in New York, they are the waters that drain on us, Mr. Chairman. Facing that situation we did not abandon the fair. We were used to adversity, used to hard times; we did our best.

Whilst to-day you may find something charged on the books of the Treasury against some other fairs, though it has been repeatedly charged in your literature, Mr. Kahn, that we owe the Government; though every piece of literature you have gotten out has had it in

blackface type, yet the Treasury books show that not one dollar is to-day due by the Cotton Centennial Exposition to the United States Government. And, gentlemen, the first Californian who ever admitted it was my friend Mr. Bell when he opened this discussion for San Francisco last Thursday.

Mr. Chairman, we have seen the arid lands of the West by irrigation made to blossom and bloom like a rose. And when our Congressmen and our Senators voted appropriations in order to place water on the arid lands and make them fertile we indorsed their votes with heart and act, but sometimes it has appealed to me that the millions that have gone to reclaim the arid lands of the West might well be duplicated by keeping the nation's waters off the State of Louisiana. Since the war we people in Louisiana have spent $50,000,000 of our own in diking and leveeing the Mississippi, until to-day we who live on her banks sleep in perfect security. That river flows from our northern boundaries to the sea and never wakes an echoing fear in the heart of any man. That burden we have assumed—taken our own money to keep your waters off our land—and we have seen the nation's money go to put water on the arid lands of the West, so as to make them fertile, and we think that in return some day you ought to put your money out to keep your waters off our already fertile lands.

I have never stated that the tide of immigration was toward the South. I stated in my opening address that by your acts you might hasten or retard that day—that was my expression—but that you could not prevent it, and I reiterate what I believe with all the force that I have—that the tide of immigration is to-day turning toward the South and that when the limitless possibilities of that country shall open before our nation's view the most astounded people in the world will be the Californians who, up to this minute, think that they are so self-sufficient.

A great Chicago paper some time ago stated that if Louisiana could be placed, say, somewhere about Springfield, Ill., along the route of the eastern and western travel, that her wondrous possibilities, her gigantic hidden wealth, would create a stampede for her only equaled by the stampede that took place to California when gold was discovered in the forties. And as we can not move Louisiana, and as we have no desire to move her, because we are perfectly satisfied with her location, to the route to be traveled we want to put the exposition where the people can come and see what we and our neighboring States have to offer. Build up the great Mississippi Valley, which our friend Joe Scott advised so cocksuredly to neglect; he dismisses that wondrous section of this Union with the wave of his hand and indicates that the only thing necessary for man's happiness is to pay no attention to the Mississippi Valley and proceed ever westward until he lands in California, and then happiness is his. But if he landed there in California my opinion is that Joe would urge him to stay in Los Angeles rather than in San Francisco.

After we shall have discussed one minute our bond issue, or have discussed it, let us go to the question of subscriptions. My friend Bell here seems to think that we have committed every crime in the calendar by getting our subscriptions in the form of notes. Well, now, in California it may be that in a great mass meeting where a man gets up and says: "Put me down for $10,000," and he is put down by the

secretary, it may be that that is a better obligation in California than a promissory note is in Louisiana.

Mr. KAHN. If the governor will allow me, they signed up right there at that mass meeting.

Gov. SANDERS. They could not have done it because my friend, Mr. Bell, was so "sot" against promissory notes, if they did, then he denounces his system when he denounces ours.

Mr. KAHN. They were not in the nature of conditional notes.

Gov. SANDERS. Ours is a conditional promissory note, and I was taught early in life, in the study of law, that when you took a note you had better have a consideration for it, if you wanted to ever collect it. Our consideration is that the exposition will be located in New Orleans; they have no consideration for theirs and therefore legally they are not collectible.

Mr. KAHN. Stock of the corporation.

Gov. SANDERS. Oh, sure, stock of the corporation, for what purpose I do not know. We come to you not with $7,500,000 subscriptions, $4,000,000 of which was raised in two hours, you must have had a score of stenographers taking them down, because that is pretty rapid subscriptions, Mr. Chairman, pretty rapid subscriptions, $4,089,000 in two hours; I do not see how they did it and we are pretty good movers down home ourselves.

We bring you a certified list of our subscriptions, including the unfortunate $100 note that our friend Bell seemed to take such exception to. But these gentlemen with their gold and their glories ought to remember that we have scriptural authority for the widow's mite being just as acceptable as the millionaire's contribution. We bring you in addition to that, and file with you, a sworn statement from certified public accountants that they have examined into our notes, that they are bankable and collectible. Seven million five hundred thousand dollar's worth of enthusiastic promises may be fulfilled, the chances are they will be fulfilled, but we have the dread example of St. Louis behind us, when the five or six million dollars that they raised in the same way, the records of the courts of St. Louis show the suits of that exposition company against those who had subscribed and they show judgments in favor of the defendants who, upon one pretext or another, got out of their subscriptions. In order not to be placed in this unfortunate position, we took the precaution of having ours in legal shape with a consideration; there is not a note that we have that is not bankable and collectible.

Father McQuade, with an eloquence here that was beautiful, asked you all to remember his 6,500 mile trip, and to give him that exposition as a reward for his services. Personally I would like to help Father McQuade, but it does look a little bit hard that 90,000,000 of people must be forced to go that 6,500 mile trip just to oblige Father McQuade. Father McQuade likewise gave us a reason why the exposition should be located in Frisco. Why, he says, "This is the place De Lesseps established his headquarters when he went to build the canal." Yes; and he made a failure of it, too; he established his headquarters in San Francisco and he never even dug a piece of the canal; but when we took the headquarters away from San Francisco and established them right close to the city of New Orleans, why we are digging it, and the day is not far distant when the dream of De Lesseps will become the reality of Goethals, when the office estab-

lished in San Francisco can look sadly back upon the flight of time and say, "If we had had more judgment in selecting the place from whence we were going to direct the operations we might, too, have been successful in the digging of the canal."

Why, Mr. Chairman, they talk about beautiful winter trips. The other day, in the paper I read this, under date of January 12—that is since this hearing started: "Alarm is felt by railroad officials for the safety of passengers and crew of Great Northern train No. 3 and crew of fast mail No. 2 stalled in the snow near Montana. More than 50 persons are on the two trains; there is no diner on either. Both run through to the coast. The trains have been stalled since Monday." Four days afterwards this telegram was sent: "A blinding snow has raged for hours." That is a splendid service. Of course, none of us want to get lost. These are not local trains, they are through trains from St. Paul to the coast, both without a diner and both four days lost in the snow. Now, I have made the trip to California twice, one by the southern route and once by what we might call the Oregon Railroad & Navigation route up to Portland and then down the coast. I am like Brother Hayes; I am hardened to travel. He has made the trip one hundred times and does not mind it. Well, a man, gentlemen of the committee, can get used to anything. I have made it twice and did not kick very much on either occasion, but I can not say that I enjoyed either trip.

Now, we propose under our plan, if this fair is held in New Orleans, to run it 12 months in the year, not a winter or a summer fair, but a year's fair, and we think it will take about a year for the people of the country to show us what they have got and for us to show them what we have. We are told by Mr. Hayes that the Pacific coast has never had an international exposition. I am frank to confess, after listening to the arguments here, that she never wants one, because every orator absolutely makes the statement that they do not want the Government to have anything to do with this fair. If the Government has nothing at all to do with it, then it is neither a national nor international fair. They propose to hold a great State fair like that which is held in Minnesota, in the North, and at Dallas, Tex., for example, in the South—a great State fair. Read their last circular. They say there is no conflict between our bill and theirs; they say their bill properly went to the Foreign Affairs Committee; they say they do not ask Congress to create any exposition at San Francisco; they do not provide for the appointment of any commissioners. That mere statement is a radical difference between the expositions, and is sufficient to dispose of any conflict of jurisdiction here. Her sole aim is to secure upon the floor of Congress at an early date a fair and impartial consideration of the claims of the rival cities. For what, according to her own statements? For two distinct and irreconcilable ideas of fairs? There can not be a settlement, therefore, between rival cities, because there is no rivalry at all between San Francisco and us. We want a great national and international fair; San Francisco does not want it and says so through the mouths of her chosen speakers.

The ignorance of Mr. Hayes on certain questions is startling. I admired his speech and admired it more because he spoke of the narrowness of us of Louisiana. Now, of course we may be narrow, but have got good eyesight. And some of the things that New Orleans

is famous for is our trained physicians, and we have in New Orleans some of the most famous oculists on the American continent. This exposition ought to be sent to New Orleans if for no other reason than that Hayes might come down there and have his eyes treated. He stated to this committee that all his life he had never seen a mosquito in San Francisco; yet I read from the San Francisco Call of date of July 22, 1910, this: "Send me a policeman," was the message received over the telephone yesterday morning at the Potrero Station. "Who are you?" asked the policeman who responded. "I am Mrs. Grace Dougherty, 78 Twenty-eighth Street," was the reply, "and I am being eaten up by mosquitoes. I want an officer to help me drive them away."

The CHAIRMAN. What time of day was this?

Gov. SAUNDERS. This was "yesterday morning;" that was July 21, 1910. On that morning Mrs. Grace Dougherty, of 78 Twenty-eighth Street, had to call for police protection against mosquitoes. I have been governor of Louisiana for about three years; my friend, Martin Behrman, has been mayor of New Orleans for about eight; I have been connected with the State government for a number of years in various capacities, but never yet, Mr. Chairman, has the militia or the police of my city or State been called out to protect our people from an invasion by mosquitoes.

Everybody wants to go to San Francisco, yet we read from the Call again—this paper seems to be very enterprising—a special dispatch from Washington, dated July 23, last year. You know that if there is anybody in the world that is used to hardships and used to being in all kinds of places under all kinds of circumstances it is the Army and Navy officers of our country. They face danger alike in the frozen north and in the Torrid Zone. They risk their lives wherever sent without a question and without a thought, knowing if they die the Government stands behind the widow and orphan, knowing if they live, honor and glory is theirs, no matter what the danger may be. Now and then we find a man, though, so appalled by danger, so awe-struck with the horrors of the task that has been imposed upon him that his very soul flinches from the ordeal, and he will not go. So the other day this was given out, it was July 23 of last year, in the Call:

Rather than go to San Francisco, Col. Frank Denny, of the Marine Corps, will retire. Denny has been attached to headquarters here for 30 years, latterly as chief quartermaster. He is one of the seven Marine officers recently censured for creating dissension at headquarters, and as a further mark of official displeasure Denny was ordered to San Francisco to take charge of the supply department. This was too much for him and he threatens to retire.

This was too much for Denny and he resigned. He says:

Go to San Francisco! Not on your life. If they think they can send me to that God-forsaken dumping place to get rid of me, they are mistaken. I would not go to San Francisco for any money. They ordered me there to humiliate me, but I will retire before I go.

Mr. KAHN. Did you say he resigned?

Gov. SANDERS. He said he would resign, and the newspapers finally said he did resign.

Mr. KAHN. He is in San Francisco now.

Gov. SANDERS. Is he?

Mr. KAHN. Yes.

Gov. SANDERS. God help him. For a man that feels that way about it, Mr. Chairman, nothing but the strongest sense of duty would have made him face the dangers of that awful town.

Brother Hayes referred to us in a most outrageous manner as a land of swamps and levees and mosquitoes. Well, I think I have stated something of the mosquitoes of his own town and have brought his own paper as a witness. We might perchance—because all of us who have been there have experienced the attentions of them—speak of the wicked flea whom no man pursueth or can pursue. We might talk, when we hear Hayes speak of the beautiful climate of San Francisco, of the haze, or the fogs, which we met when we walked down Market Street, when an umbrella was no protection because it soaked in from the sides. When I heard him describe the magnificent climate of San Francisco I knew that he must have meant Los Angeles. I have been to both cities, and I will tell you there is not a city in the world, in my opinion, that has got a better climate than Los Angeles, nor one that is worse than San Francisco.

Hayes says the people do not want the exposition in New Orleans. Turn around and look at those black spots; about 15,000,000 people are better able to state what they want than is Brother Hayes. He says our hotels in 1884 were bad. He speaks of stopping at the St. Charles Hotel. Why, the St. Charles Hotel that he stopped in is nothing but a memory of the past; years ago it burned down and on the ashes of that old ante-bellum hostelry has risen one of the most modern up-to-date and splendid hotels that this Nation can boast of. The manager of that hotel, the president of the company is here, and he says that I can state authoritatively to the committee that he and his fellow hotel proprietors obligate and bind themselves before the American Congress that if they get this exposition there shall be absolutely no increase in any rate that is now prevailing. San Francisco claims to have 1,250 hotels. We are not in that class; I do not know of a city in the world which is. If you count lodging houses, if you count boarding houses, sure we have a great number. Oh, no, no, that is not our boast, 1,250 hotels; we have not that many, nothing like it, yet we have got three or four or five great, big, modern hotels, modern in every particular, and thousands of homes in that city that for generations past have been used, on all public occasions, to throw their doors open to the strangers that are within our gates.

We have been hearing a great deal about the growth of California. How about the growth of San Francisco? It has not increased anything like in proportion——

Mr. KAHN. Will the governor permit me one moment in that regard? If the metropolitan area which is embraced in San Francisco were included, we would have 633,000 people and would be the fifth city in the Union; but San Francisco has never reached out as Pittsburg and taken in the suburbs, or Buffalo, or Cleveland, or those other cities, but we have a metropolitan area, as shown by the present census, of 633,000 people.

Gov. SANDERS. She has never reached out? I read an editorial the other day in a leading paper of Oakland, across the bay, in which that paper said, representing the people of Oakland, that they would die before they would be united with San Francisco. I never in my life read such an arraignment in such terms by a neighbor who ought to be a friend, as I did in that Oakland paper, in talking about the

effort being made to incorporate it and other cities into greater San Francisco. And it seems to think that force of arms would be justified, if necessary, before they would be incorporated with the city of San Francisco and live under her government and with her people as one.

Mr. KAHN. If the governor will permit, I did not say we are going to annex them; I said there was a metropolitan area there.

Gov. SANDERS. I am forced to the conclusion, after reading that editorial, that you are not going to annex them. But be that as it may, my friend Kahn is as prolific of excuses as the trees of Hayes from the same State are of prunes. I am not responsible for the size of San Francisco nor for the fact that her neighboring towns do not want to get in her midst. I am fighting the fight of Oakland and the other suburbs. None of us want to get in her midst. Her increase is only 21 per cent in the last 10 years, just like ours. And the census, was it padded? Oh, no, says Kahn. In connection with the announcement of the population of San Francisco, the Director of the Census stated that the original returns of the enumerators contained 420,234 names, but of these, on investigation by the Census Bureau, 3,322 were eliminated as not entitled to enumeration.

He goes on and then gives why they were eliminated: they eliminated 3,322 names that were returned. You can explain it as much as you want, Mr. Chairman, but the fact remains that more names were returned than the Census Bureau would stand for. That is official; I have just gotten it from the Census Bureau. Now, as to the school statistics of San Francisco. In 1909 the number of families listed—and I take this from their own California school report—the number of families listed in San Francisco, having children of school age, were 50,654, and in 1910 the number of families had decreased to 46,766, or a loss in families, not persons, of 3,888; that is a loss in one year. In 1909 there were in San Francisco, of children between the ages of 5 and 17, 88,058, and in 1910 the number had decreased to 74,729, or a loss in one year of school children, according to their own report, not of those who attended, but all school children between the ages of 5 and 17, of 13,229. In 1909 there were 60 men high-school teachers and 59 women school-teachers, a total of 119, while in 1910 the high-school teachers had decreased to 109; they had lost 10, a reduction in their high schools alone of 10 teachers.

San Francisco may be a wonderful city, and undoubtedly is, but she has not kept time and step with the development of the rest of California, according to her own figures.

Now, I want to show you some pictures. I want to show you a picture of a Mardi Gras scene in our city. They speak of it as an unusual thing. Here is a night scene. What is that? Just one of our regular Mardi Gras scenes any night during the Mardi Gras.

Mr. CULLOP. What time of the year was that?

Gov. SANDERS. This was taken in February, during the Mardi Gras time. This is a picture showing the distance from the various centers of the United States to New Orleans, and that picture I would like to file with the committee. We have been referred to so often as an inland city. I want to show you the great battleship *Illinois* in a floating dock, United States dry-dock at New Orleans, the biggest dry-dock in the world, the biggest floating dry-dock in the world is right there in the city of New Orleans. Here is a scene on our river front

where the vessels dock right up against the bank. Here is the dock board's property. There is the belt line owned by the municipality and the docks owned by the city; the depth of water there where these ships are is over 100 feet.

Then I want to show you another picture; that is our ocean-going traffic; here is our river traffic, where the steamboats land that ply up and down the Mississippi River. Talk about our being an inland city, Mr. Chairman, I have seen the great battleship *Mississippi* go up that river for 200 miles above New Orleans, anchor in midstream in front of Natchez, and I have seen it come down from Natchez to New Orleans and make the run on that inland sea faster than it ever had been made before on the river, and the horns were presented to Capt. Fremont. Why, the great battleship *Idaho* is going up to Vicksburg this winter. The mayor of that town, accompanied by a delegation, got the Secretary of the Navy to agree to send the *Idaho* to Vicksburg. The biggest ships that float can come up to New Orleans and do come up to New Orleans. New Orleans an inland city! Then, indeed, is Liverpool, and London, and Manchester, and New York, and every other great port in the world almost, because practically in every one of them you have to leave the ocean and go up a river many miles to the city itself. Five hours' time is consumed from the time we enter the mouth of the river until we tie up to the docks, and I have seen a sight in New Orleans that I have never seen anywhere in the country. I have seen a United States battleship of the latest make and biggest pattern tie up to our docks, and at all other places I have seen them anchored in midstream; I have seen the battleship tied to the wharf itself.

Now, I have a word to say about Central America. The trade of Central and South America, gentlemen of this committee, is what we want, what we need, what we must have. "The trade of Central and South America," they say, "why have you not gotten it before?" I am quoting from the Government statistics; I am going to use round figures in order to get through. The foreign trade of South and Central America is over $2,000,000,000; America has only about 10 per cent of it, the rest going to Europe. We have in New Orleans 70 per cent of that 10. The entire trade of the Pacific coast from Puget Sound down, foreign trade, last year was $156,000,000, and the trade of New Orleans alone, foreign, was over $200,000,000. The foreign trade of the Orient is something over $1,000,000,000, $1,500,000,000, stated by Mr. McKinlay, and we will let it go at that. The foreign trade of Central and South America is $2,000,000,000. They say to us: "We have got 10 per cent of that." The United States has got less than 10 per cent of the foreign trade of the Orient. They twit us with the fact that the Gulf of Mexico is as deep to-day as it was 200 years ago, and why have we not the trade? Well, I have not heard of the Pacific Ocean being dredged, Mr. Bell; it is just as deep to-day as it was 200 years ago. Why haven't you the oriental trade? We have got more of the Central American trade than you have of the oriental trade.

Mr. Bell described the voyage of a vessel from Liverpool through the Panama Canal up to San Francisco and then to Hongkong. A voyage of that kind would only be undertaken for pleasure, because if you just examine the map a little bit you will find it is 4,000 miles longer from Liverpool to Hongkong that way than it is from Liver-

pool to Hongkong through the Suez Canal, and no freight vessel is going to take that 4,000-mile trip for fun. They state that Japan and China want to trade with friendly people and friendly countries. The great shipments out of San Francisco now, Mr. Chairman, to the Orient are things we produce in the Mississippi Valley. Your trade to-day with the Orient is the stuff that we have produced in the Mississippi Valley, shipped to San Francisco on the transcontinental lines and thence to the Orient. Whereas if you open this canal and have the exposition at New Orleans ships of China and Japan can come to New Orleans and the Mississippi Valley can send its products down the waterways; not a pound of that freight need pay tribute to a railroad; loaded on the river on barges, brought down to New Orleans, transferred from the barges to ships and go direct to Japan and to China. If it is true, as Messrs. McKinlay, Bell, and others said, that these people like to trade with friendly people, then there is no reason why they can not trade with us; we have no antipathy; there is no unfriendliness to them at all.

Mr. Chairman, Mr. Bell stood there the other day and painted a picture of San Francisco looking out over the brooding Pacific and wondering of the things to come. He drew a beautiful picture of California. There is not a thing that can be said about that State that I am not willing to indorse and agree to, but you must not think that God exhausted all his favors when he created San Francisco and California. We people in Louisiana think of some of the beauties of the country ourselves and know some of the things we have. We can take a man and bring him down to the mouth of the mighty Father of Waters, let him look out over the Mexic Sea, not broodingly, but in a reminiscent mood, remember the voyage of Cortez, the discovery of the great river by De Soto, then he can face to the north and see La Salle and Pere Marquette, the great priest, treading the forests of the north, discovering the Mississippi in its entirety.

Ours is not a country of swamps and bayous; we can show him one sulphur mine that produces more sulphur every day than all the rest of the world combined; we can show him four salt mines that turn out as much salt every day as all the rest of the Union put together; we can show him forests of pine and cypress the like of which is not upon the American continent to-day. Only a short distance from New Orleans is one sawmill alone, the greatest sawmill the world has ever seen, built of concrete, steel, and stone, that turns out some 700,000 feet of sawed lumber every day. We can show him the cane fields of Louisiana, for we stand first of all the States in the production of sugar; we can take him farther west and show him the green fields of rice, for we stand first in the production of rice; we can take him a little farther north and show him our truck section. Truck. Ah, California talks of competing with us in truck. Why, there is not an acre of land in California, and never has been, and under God's providence never will be, that can compare to the trucking lands of Louisiana. And we get it not from our home people; the other day we took a crowd down to look at some of the lands in our State, and along with the crowd was a chemist from the great State of Ohio, the chemist of their State University, and after making an examination of the soil and making an analysis thereof, he gave us a certificate, which we have published,

that that soil would produce a crop of between 60 and 70 bushels of corn to the acre for a thousand years without fertilization

There is absolutely nothing in the State of California that compares with that. Write to Mr. William Hostetter, at Roseland, La. He had 1 acre of cauliflower last year from which he cut and sold over $2,400 worth of cauliflower. There is no acre in California that can touch it. We have truck farmers in that section of the State whose farms yield from $600 to $2,000 gross to every acre that they cultivate, and we are bringing the people of the West and of the North in there every day, and we want to hasten that time. Talk about sentiments crossing the alkali plains. Think of the sentiments that cling and cluster around the city of New Orleans. Oh, if you bring this fair there in 1915 you bring it there 50 years after the Blue and the Gray have ceased to be; you bring it there on the fiftieth anniversary of the declaration of peace between the striving brothers of this land. We have, in our executive committee, agreed to invite both the United Confederate Veterans and the Grand Army of the Republic to hold their annual reunion in New Orleans on the date of this fair.

What more historic spectacle than to see marching down our beautiful thoroughfares in that historic city the remnants of those gallant armies; what more could make every American say that he is proud of the valor of his people? Then, it is the one hundredth anniversary of the battle of New Orleans, when Andrew Jackson, marshaling the men of the Middle West and of the Mississippi Valley, there upon the Plains of Chalmette showed to the world that the citizen soldiery of America could hurl back in utter rout and confusion the legions that had conquered imperial Napoleon himself. Aye, Mr. Chairman and gentlemen, we can view the battlefields where we fought together and where we fought apart. Louisiana, rich in her glorious history, proud of the traditions of the past, still looks to the future with more confidence to-day than any other State in the Union.

Over our people have floated many flags of many hues. First the intrepid French, discovering a wilderness, brought to the western breeze the fleur-de-lis of the kingly house of France, and when politics were played across the ocean that flag came down to be supplanted by the yellow banner of Spain, and the haughty Spaniard came to mingle his blood with that of France. And when the great Napoleon hauled down the yellow banner of Spain and hoisted over our people the tricolor of the French, then the master mind of Jefferson, grasping the opportunity thus presented, the tricolor was itself furled, and over our people floated that flag which made that great river flow from the Lakes to the Gulf through a country wholly American.

We have got a people down there whose history of the past reads like some romance of old. We have got a city where the main street divides memories of old Paris and ancient Madrid from bustling, hustling modern America. Let us take this exposition to that old, that new city; that city where the romance of the old meets and mingles with the realities of the present; that city where French, Spanish, and American has each given of his best in order to build a great modern, hustling mart of commerce. Mr. Chairman, that city, above all things else, willing to entertain, anxious to entertain; that city wherein the mad chase for golden coin still gives us pause

for the sweet courtesies of life. I thank the committee for its consideration. [Applause.]

Mr. KAHN. I may upon reflection desire to file with the committee as part of my remarks on behalf of San Francisco some newspaper clippings from Louisiana papers showing how the mosquitoes even drove the wild animals out of the swamps of Louisiana.

The CHAIRMAN. This concludes the hearings upon bill H. R. 29362. On behalf of the committee I want to congratulate all of the speakers upon the uniform courtesy and good feeling that has characterized these hearings. I want to say further that it is the intention of the committee to act in this matter just as speedily as possible. Several members of the committee are unavoidably absent from the city; they are expected back some day this week. As soon as the hearings can be printed and made available for their use the committee will be called together for final action. I hope that this may be some time during this week. The committee now stands adjourned subject to call.

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